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In This Issue

What the Operating Unions Demand 36

Proposed rules changes would make modern motive power obso-
lete and return railroading to "eight-wheeler" days.

New York Central Rebuilds Enginehouse at Busy Englewood Terminal 41

Direct steaming in remodeled structure permits use of steel col-
umns and girders without fear of attack by gases. Wood sub-
purlins and decking are treated with fire-resisting material.

Loud-Speakers Expedite Operations in Missouri Pacific Freighthouse 44

Forty units, spaced about 130 ft. apart on platforms having an
aggregate length of 4,500 ft., are used to direct operations and
to call supervisors and clerks to telephones connected to the
offices.

EDITORIALS

Acting Poor Is an Invitation to Poverty	31
Elmer A. Smith	32
Earnings, 1929 and 1947	32

GENERAL ARTICLES

Production Welding of Freight Cars on A. C. F. Assembly Line	34
What the Operating Unions Demand	36
New York Central Rebuilds Enginehouse at Busy Englewood Terminal	41
Loud-Speakers Expedite Operations in Missouri Pacific Freight- house	44
Getting History Right on Railroads, by Dr. Richard C. Overton	46
Creditors' Equities Preserved as Cotton Belt Bankruptcy Ends	49
Strike Tactics Net S. P. Engineers Small Gain Over Mediation	50
Progressive Short Line Rejuvenated	51

GENERAL NEWS 53

OPERATING REVENUES AND EXPENSES 72

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The Week at a Glance

BAREFACED HOLDUP: A detailed analysis of the working rules changes demanded by the ops appears on page 36 this week. If these proposals had been labeled a plan to make it impossible to operate the railroads efficiently, their proponents would have run little risk of being accused of hyperbole. The objective of the demands can be stated simply: more for the brothers, regardless of consequences. The theory is that the railroads are making enormous profits. But the fact is that there is a limit to the amount of money the railroads can withhold from their owners, and from the tax collector, and from their creditors, in order to pay, at high hourly rates, for work not needed and not done, or for inefficient and impractical horse-and-buggy days' operating practices. If that limit is exceeded, owners of railroad securities will suffer, those who sell things to the railroads will suffer (and their employees will, too), the taxpayers will suffer, and the rank-and-file (if not the officers) of the railroad brotherhoods will suffer.

AIMED AT DIESELS: Among the ops' wide-ranging demands, that applying to what is euphemistically called doubleheading has the merit of simplicity, at least. Possibly it was devised by John Lewis; certainly the Diesel locomotive is its special target. Each unit of a Diesel is a separate engine, the proposal says, and a railroad that operates a four-unit Diesel with the load for which it was designed would have either (1) to put four complete crews (engineman, fireman, conductor, and two brakemen) on the train or (2) to pay each man of the normal five-man crew four days' pay for each "day" worked, and, in addition, pay one day's pay to each man of the three complete crews not needed and not used. Surely the brothers must have borrowed a slogan from the automobile industry—when more preposterous featherbedding is proposed, the ops will propose it.

RIGHTING THE RECORD: At the invitation of a coordinated agency representing seven important historical organizations, railroads accounting for about four-fifths of the mileage of the United States and Canada have agreed to allow properly accredited writers and scholars to use their archives and corporate records as source material for historical works. As Dr. Richard C. Overton points out in a comprehensive article in this issue, this recently established liaison between the historians and the railroads—a development that is little short of revolutionary in the light of some past practices—promises to be productive of substantial benefits, accruing to the historians, to the railroads, and to the public.

TO WHOSE ADVANTAGE?: The historians, by and large, may have been as indifferent in the past to the facts of railroad history as they sometimes have been accused of being—and certainly the sins and shortcomings, actual and alleged, of some of the industry's pioneers appear to

have figured more largely in their writings than have the less colorful but more significant achievements of the industry in the building of the nation. But the true scholars among them have no more important objective in their research than to obtain the facts so they can report the railroads' contributions to the history of the country fully and accurately. As the victims of ill-informed writers and malicious muckrakers, the railroads stand to gain more than the historians from this improved liaison.

NON-OPS TO ARBITRATE: The arbitration provisions of the Railway Labor Act again are being employed in the resolution of a nationwide wage-rate case, this time to dispose of the non-ops' bid for 20 cents an hour more. Details appear in the news pages.

AN EXPENSIVE HABIT: In the depression years, when net earnings frequently had to be stated in red ink, the railroads out of bitter necessity had to get along with what they had in the way of the physical facilities with which transportation is produced. In the war years, when earnings—and taxes—were running into big figures, the railroads still had to get along with what they had, generally speaking, because materials and labor were not available for the manufacture of new and improved tools and materials and supplies, even though their operating and mechanical and engineering departments had plenty of ideas for improvement programs that would materially increase the efficiency of railroad performance. Now that the railroads have money to spend (albeit they may well be uncertain whence it will be replaced), now that materials are more readily available, they might be expected to carry out those programs. But, as our leading editorial observes, the habit of getting along with what they have still seems to control the attitude of many railroads toward major expenditures for the replacement of obsolete fixed facilities. Meanwhile, labor costs account for an ever-greater portion of their expenses. In their own interest, can the railroads continue to practice such a penny-wise policy toward improvements for which there is a demonstrated need—and which would contribute to their solvency by reducing the drain of their revenues through the bungle of excessive labor costs?

FREIGHTHOUSE EFFICIENCY: The days have passed when a railroad's big-city freighthouse was compact enough so that everybody working there was within yelling distance of the boss. Nowadays, in order to give instructions or to ask for them, it is necessary either to waste a lot of time and energy searching for the right people or to resort to some instrumental means of extending the range of the human voice. The latter is by far the most efficient and economical solution of the difficulty, obviously, and the application of it in the Missouri Pacific's Kansas City freighthouse is the subject of an illustrated article on page 44.

THE PUBLIC MUST PAY: Particularly since World War I days government policy toward the railroads has been shaped by the actions of administrative agencies, primarily the Interstate Commerce Commission and the Department of Justice, rather than by platitudinous congressional formulas. This policy has resulted in a serious deficiency in the capacity of the national transportation system to move the nation's freight, and in a serious erosion of the credit of the railroad industry. Sooner or later, some sort of business "recession" is to be expected. The railroads' net earnings, inadequate in this year of prosperity, would be completely wiped out if their traffic (and gross) should then decline only one-half as much as in 1929. The railroads cannot raise the new capital they need for expansion because their earnings are too small and too uncertain to interest investors. One of our editorials develops the significance of this disturbing situation. Railroad earnings are too small because government policy has been inimical to the railroads and unduly liberal to the railroads' competitors. In the last analysis the public is responsible, unwitting though it may be, for this unsound government policy. The public is paying the cost of inadequate transportation right now. And the public will have to pay the cost of providing the adequate transportation the railroads can produce if they are allowed adequate earnings.

ENGLEWOOD PROJECT: The New York Central is rearranging and extending its enginehouse facilities at Englewood, Ill. (Chicago), so that its newer and longer locomotives can be serviced expeditiously and conveniently. One of our feature articles (page 41) describes the limitations imposed by the surroundings and the means by which the desired objectives are being obtained in spite of them.

BETTER BAY LINE: Another quon-dam timber road that has built itself up to relatively high standards is the Atlanta & St. Andrews Bay, the subject of an article in this issue. By replacing wood trestles, reducing grades, laying 90-lb. rail, and leading the way in the development of the road-switcher Diesel-electric locomotive, this southern line has put itself in a favorable position to handle the increased traffic resulting from the rapid development of its territory.

NOTED IN THE NEWS: The C. & O. is the first road to seek modification of the I. C. C. signaling order, on the ground that its automatic signaling is adequate protection for high-speed operation. . . . The A. A. R. is taking a member-road vote on \$1.50 per diem. . . . Ex Parte 166 hearings begin September 9. . . . The B. & O. and Pennsylvania are putting in moving-train-to-anywhere phone service on the New York-Washington run. . . . The "transportation inquiry," initiated back in 1945 by Congressman Lea, has been continued.

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Central of Georgia travelers can now enjoy the smooth, comfortable ride — quick, effortless acceleration

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ELECTRO-MOTIVE DIVISION

GENERAL MOTORS

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RAILWAY AGE

Acting Poor Is an Invitation to Poverty

Although railroad earnings in the months since the war have been disappointing, there are not many railroads that are actually short of cash. Carefully planned capital expenditures could extricate them in part from the principal cause of their unsatisfactory net earnings—that is, high labor costs in relation to the rate level. There is every reason why such expenditures should go forward—with reasonable caution, of course. One good way to get really poor is to begin acting that way before it is necessary, neglecting improvements which would be of material help in forestalling actual poverty.

Long-Term Programs Overdue

During the war the roads were fortunate in having a volume of traffic great enough to operate their facilities at high output rates, with the result that they not only learned many of the weaknesses of their operating and maintenance structure which would not have been discovered at less-than-peak performance, but, being afforded the opportunity, also learned many ways in which radical improvements could be made that would result in permanent economies.

Volumes of memoranda were deposited in the files of operating, engineering and mechanical departments during the busy war months that, it was hoped, would eventually form the basis for long-term improvement programs in the postwar period—programs designed to put the railroad structure on a sounder foundation to weather the competitive storms in the years to come.

What has happened? With carloadings still crowding the million-a-week figure, reports begin circulating from widely scattered parts of the country that are reminiscent of the days when the railroads were actually scraping the bottom of the barrel—rumors of abandonment of capital improvement programs; reduction of forces, etc. The reason: tremendous increases in the cost of operation due to wage increases, material cost increases and a slowing down of the productiveness formerly expected of each unit of labor time or labor dollar.

On one railroad maintenance-of-equipment expenses have increased 53 per cent in nine years, in spite of

the fact that the road has spent about \$25 million in that time for new motive power, which of itself has kept the increase from being substantially greater. Whereas in 1937 labor accounted for 62 per cent of the car and locomotive repair cost, and materials 38 per cent, the relationship today is 68 per cent labor and 32 per cent materials. This road is trying to make ends meet under an increase in labor cost of 97 per cent within six years, and a 36 per cent rise in the cost of materials in the same period.

Is the real significance of this trend understood—particularly by the financial management? Isn't it obvious that the day of trying to run a 1947 railroad with 1907 facilities is definitely past and that the traditional tendency of many railroads to ignore the urgent need for long-term improvement policies has finally caught up with them? Trained by a decade of genuine poverty, many railroad officers habituated themselves to "holding their thumbs in holes in the dam" by making cheap, piecemeal expenditures for improvements to existing facilities, the result of which has been to bolster up an obsolete plant "and get a few more miles out of it." This practice was continued perforce throughout the war because of shortages—but what explanation, except unthinking habit, can there be for it any longer?

A Realistic Approach

The information is available from railroad experience as well as that of other industries to prove that there are definite economic limits beyond which a facility cannot be continued in service without running the risk that the cost of such continuance will be so high that "the horse will eat its own head off." No matter how well you feed it, it's still an old horse.

There is no end of examples in this business of the inability of a shop engineer or superintendent to show a saving on a \$25,000 machine because there isn't a sufficient volume of work to keep the machine busy, when the true facts in the case are that it may not be *one* new machine that is needed, but a *whole new shop*. There does not seem to be much logic in giving the

operating and mechanical departments \$25 million worth of new power—either steam, Diesel or electric—and then expecting them to keep down maintenance costs with shops and engine terminals utterly unfitted to handle modern power.

Is there any industry anywhere with an attractive earnings record which makes it a practice to retain obsolete repair and service facilities? Is it not as evident as anything could be that modern facilities for both cars and locomotives must be forthcoming—built new, from the ground up, with a view to eliminating man-hours of labor? Since the unions insist on today's high wage rates, and relatively low production rates seem to be the rule, then management, if it is realistic, can scarcely do otherwise than move to eliminate enough man-hours, by efficient methods and modern facilities, to keep costs under such control as will assure solvency.

Elmer A. Smith

"I don't know anyone the railroad industry could less afford to lose"—such was the comment of one of the country's large and public-spirited shippers on the untimely death of Elmer A. Smith. Everyone in the transportation business—whether on the side of producer or consumer—who knew the late senior general attorney of the Illinois Central and his work will agree that the expression does not overstate the fact. Mr. Smith was one of the ablest and most effective protagonists for reasonable and fair governmental treatment of the company and industry he served because his first concern was for the facts and a just decision based upon them. Even those who differed with his views on litigation or legislative proposals knew very well that when Elmer Smith said something in behalf of his clients, he did so only after he had subjected what he proposed to say to the test of his own scrupulous integrity and his own critical intelligence.

An advocate who is known to believe in what he advocates is a strong advocate. He is still stronger when it is also known that he achieves his belief by no facile process, but by rigorous and competent critical scrutiny of the facts. This was, in part, the reason why Elmer Smith was such an effective spokesman for the railroads in some of the most important issues with which they are confronted, e. g., the Lincoln anti-trust suit and, in general, the entire attack of the Justice Department against the concept of the railroads as a regulated industry.

Mr. Smith spent his whole professional career in the law department of the Illinois Central. He had been recognized for many years as one of the ablest practitioners in his branch of the profession—commerce law. But he did not limit his studious efforts to mastering the department of law which he made his vocation—he went further to try to understand his subject of special concern in its proper perspective as a component of a larger whole, i. e., not only the welfare of the transportation industry but also of all our economic and political institutions.

This nation has many specialists who know their own jobs thoroughly, but are almost juvenile in their inability to comprehend how specialized efforts must be harmonized into a useful whole before they have any genuine value. In transportation alone, we have zealots for waterways, airports and highways who pursue their objectives regardless of whether the nation's comprehensive supply of all necessary forms of transportation will be injured or aided by their concern for a mere fraction of the whole. There are other zealots who see progress only in terms of physical goods—and fail to realize that value has many aspects.

It is no deprecation of mastery of the field of one's vocation to observe that, on top of that competence, knowledge of other fields is not only desirable but is necessary, if the specialist is not to risk the loss of competence as a judge of values—even in the field in which he specializes. By knowing his own job well—but, on top of that by knowing a lot more besides, Elmer Smith put a mind and a conscience at the service of his industry and country that no man who was a skillful commerce lawyer, and that alone, would have had to offer.

Outside transportation, law, and economics, Mr. Smith made original contributions to biography—of Abraham Lincoln and of Sir William Osler, the great surgeon and teacher. A deep student of literature, he was (we have been told) especially expert on the life and times of Samuel Johnson; and he was a competent musician besides.

In him the railroads had a man to whom even their opponents listened with respect. His death puts a heavy responsibility on those who will have to take up the torch where he had to drop it; but they can scarcely fail to hold it as high as they can—such is their regard for the memory of the man to whose duties they have fallen heir.

Earnings, 1929 and 1947

What has happened to the railways since the period of prosperity in the Twenties is graphically summarized by the accompanying statistics showing their results of operation in the first five months of 1929 and 1947.

The most important statistics in the table are in the last line. Net operating income (i. e., return on investment) was 33 per cent less in 1947 than in the same months of 1929. But this is not the worst of it. Net operating income in 1929 was 18 per cent, and in 1947 less than 9 per cent, of gross earnings. In other words, the railroads are doing the largest peacetime business in their history on a margin of net earnings *less than half as large* as in 1929. Therefore, it would require only half as large a decline in their traffic and gross earnings as in 1929 to wipe out their net earnings.

Small Margin of Net Causes Instability

The decline in traffic and gross earnings in the years following 1929 forced the railways to make the most drastic reductions ever known in their operating expenses, capital expenditures, employment and purchases. Despite these unprecedented retrenchments, one third of the industry became bankrupt and a large part

of the other two-thirds almost went over the precipice. When it is considered that they are handling the largest peacetime traffic in their history, and yet doing business on a margin of net earnings less than half as large as in 1929, the unstable condition of the railways becomes apparent.

Statistics given herewith make clear the causes of this instability. Gross earnings are 36 per cent larger than in 1929; operating expenses about 45 per cent larger. That the increase in gross earnings is *entirely* due to increase in traffic is shown by the facts that, in spite of recent advances in freight rates, average revenue per ton-mile is slightly smaller and average revenue per passenger-mile 30 per cent smaller than in 1929.

Payroll Taxes a Great Burden

The most appalling figures are those regarding taxes, which show a total increase of 133 per cent. The reasons for this huge increase are illuminating. Total taxes payable to federal, state and local governments in the first five months of 1929 were \$162½ million. Federal taxes were then much lower, and there were no payroll taxes. In the first five months of 1947, *payroll taxes alone* were \$141 million—almost 90 per cent as large as *total taxes* in 1929. The decline in net operating income compared with 1929 is entirely due to the big increase in taxes; and *two-thirds of the increase in total taxes* is due to the imposition on the railroads by Congress for the benefit of their employees of payroll taxes relatively much greater than those imposed on any other industry.

The railroads served the nation better during the war than any other industry, although they received none of the government financial aid given numerous other industries, and they were subjected to more government restrictions on the improvement and expansion of their plant than any other industry. As their reward from a grateful people and government, they are being attacked in the courts on a baseless charge of having overcharged the government for their service, and for having allegedly violated the anti-trust law by doing things they were virtually forced to do by the New Deal administration and the Interstate Commerce Commission. Because of the terrific decline in their traffic, earnings and buying power during the depression, and of government-imposed restrictions on their buying during the war, they are struggling to handle a record peacetime traffic now with an inadequacy of facilities which can be remedied only by a huge invest-

ment of capital; and they have been denied ever since the war opportunity to make the net earnings indispensable to the raising of this large amount of capital.

To put the railroad industry in a stable financial condition and enable it to carry out the program of improvements and expansion needed, it should be earning two-thirds more net operating income than it is now. Like any other industry it needs large net earnings when business is good to offset the small net earnings made when business is poor. The Interstate Commerce Commission, throughout the period following World War I when business was good, restricted the net earnings of the railways to less than it was directed by the Transportation Act of 1920 to let them make. They sought an advance of 15 per cent in freight rates in 1931, after business declined, which the commission refused on the erroneous assumption that the depression would be brief. Hence, the railways entered the depression with a margin of net earnings which had been too narrow in prosperous years and which, in spite of the utmost retrenchment they could make, rapidly disappeared in the depression years.

The railways are now seeking another advance in freight rates. Also, railway employees are seeking another round of advances in wages and highly expensive changes in working rules. The results of railway operation thus far in 1947 demonstrate that already another advance in rates is needed, especially by the eastern lines. A further increase in labor costs will enhance the advance in rates already needed.

Public Must Pay for Government Policy

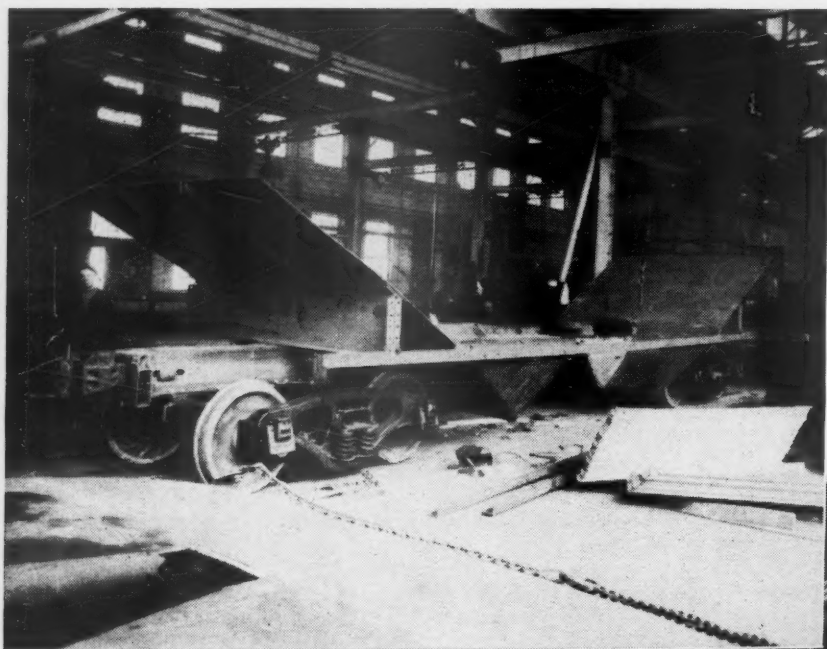
The past transportation policy of the government has caused the present shortage of freight transportation and financial instability of the railroad industry. If it had been the government's policy to spend much less or nothing to subsidize commercial transportation by highway, waterway and air, and to let the railways earn and spend correspondingly more, the nation would now have plenty of good transportation and at a much lower total cost. But it has been for twenty years the government's policy to subsidize other carriers and starve the railways. The public is responsible for this economically unsound government policy. And the public, if it is to have in future enough good transportation, will have to pay in future for the economically unsound policy followed in the past as well as the cost of providing enough good transportation in future.

Railway Results, 1929 and 1947

	First Five Months 1929	% of Total	First Five Months 1947	% of Total	Diff.	% Diff.
Total operating revenues	\$2,534,928,165	100.0	\$3,452,989,710	100.0	+\$918,061,545	+ 36.2
Freight revenue	1,931,715,772	76.2	2,818,140,468	81.6	+886,424,696	+ 45.9
Av. rev. per ton-mile	1.078		1.053*			
Passenger revenue	\$ 351,726,622	13.9	\$ 372,392,075	10.8	+ 20,665,453	+ 5.9
Av. rev. per pass.-mile	2.904		2.02*			
Total operating expenses	\$1,866,995,431	73.7	\$2,698,178,627	78.1	+831,183,196	+ 44.5
Operating ratio (%)	73.65		78.14			
Net operating revenue	\$ 667,932,734	26.3	\$ 754,811,083	21.9	+ 86,878,349	+ 13.0
Tax accruals	162,544,884	6.4	378,904,582	11.0	+216,359,698	+133.1
Payroll taxes			140,967,566	4.1		
Federal income taxes			123,352,618	3.6		
All other taxes			114,584,398	3.3		
Railway operating income	504,893,410	19.9	375,906,501	10.9	-128,986,909	- 25.5
Equipment rentals—Dr. bal.	37,827,627	1.5	50,209,416	1.5	+ 12,381,789	+ 32.7
Joint facility rentals—Dr. bal.	10,048,539	0.4	17,462,648	0.5	+ 7,414,109	+ 73.8
Net railway operating income	457,017,244	18.0	308,234,437	8.9	-148,782,807	- 32.6

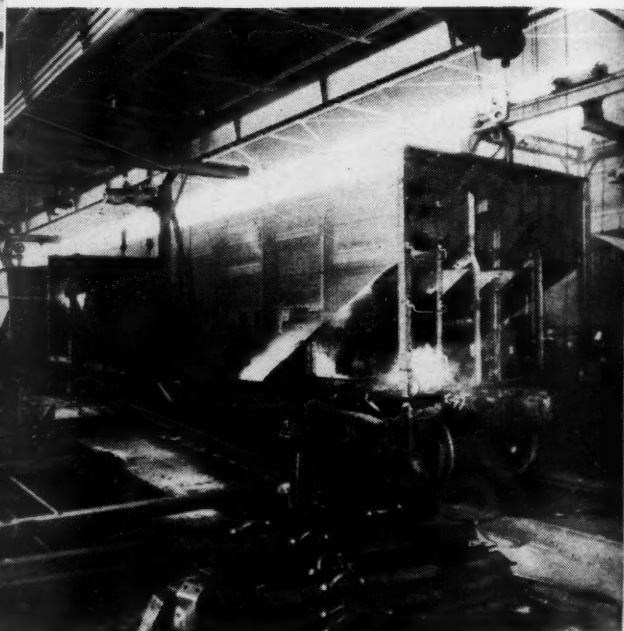
* 3 Months.

Production Welding of Freight

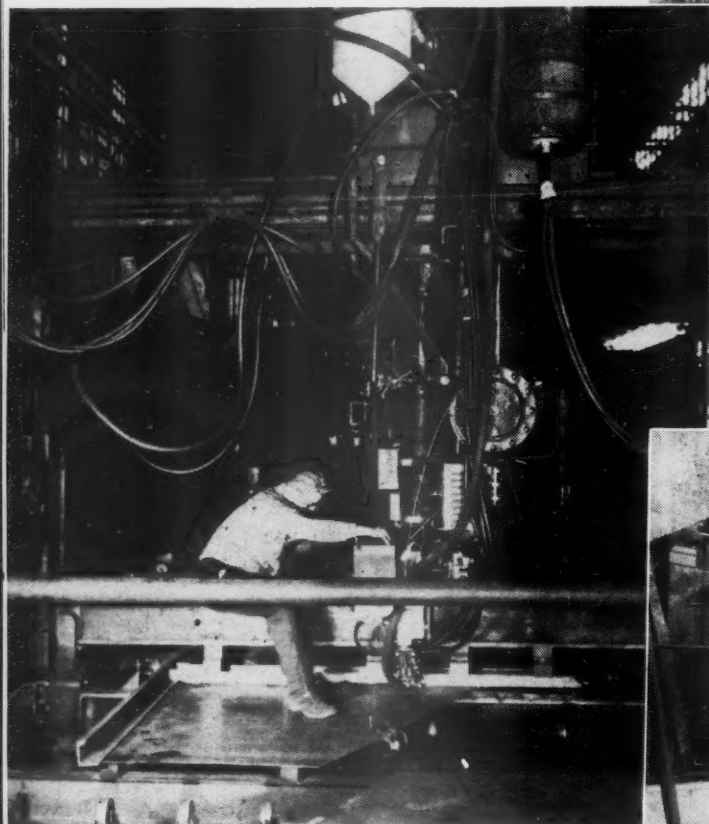


After the center sill is placed on the trucks the end-slope, hopper and center-sill roof sheets are fitted at the second assembly-line spot shown above

THE extensive use of welding as a major fabricating "tool" in the building of the railroads' rolling stock has resulted in the installation of a welding assembly line at the Berwick, Pa., plant of the American Car & Foundry Co. The first of several similar installations to be made at A.C.F. facilities, this mass-production set-up is presented in picture form on these two pages of photographs showing the construction of welded hopper cars. All large components of the car structure are brought



The car ends are brought to the assembly line by an overhead traveling crane, swung into place by hand-controlled electric hoists and then tack welded



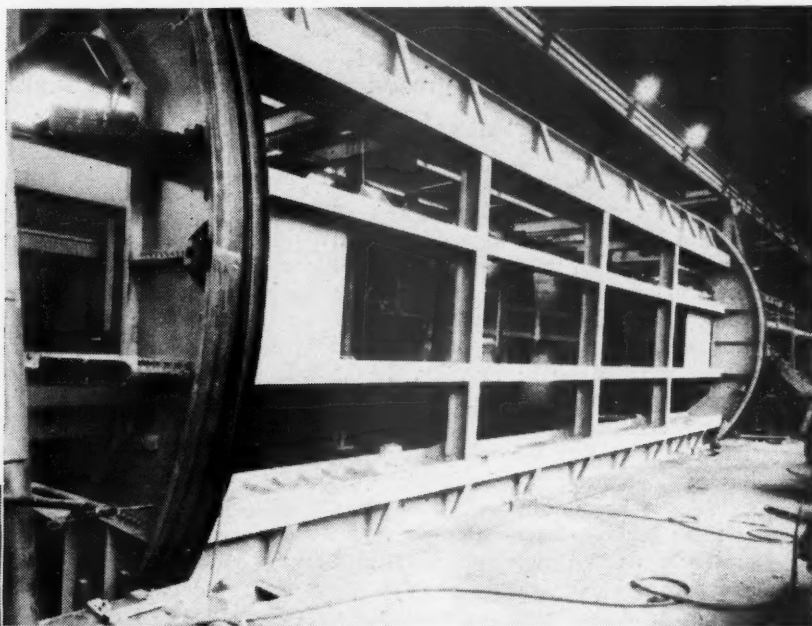
The car sides are fabricated as a subassembly on jig-positioners. Here the side posts are being fastened to the side sheets by machine welding



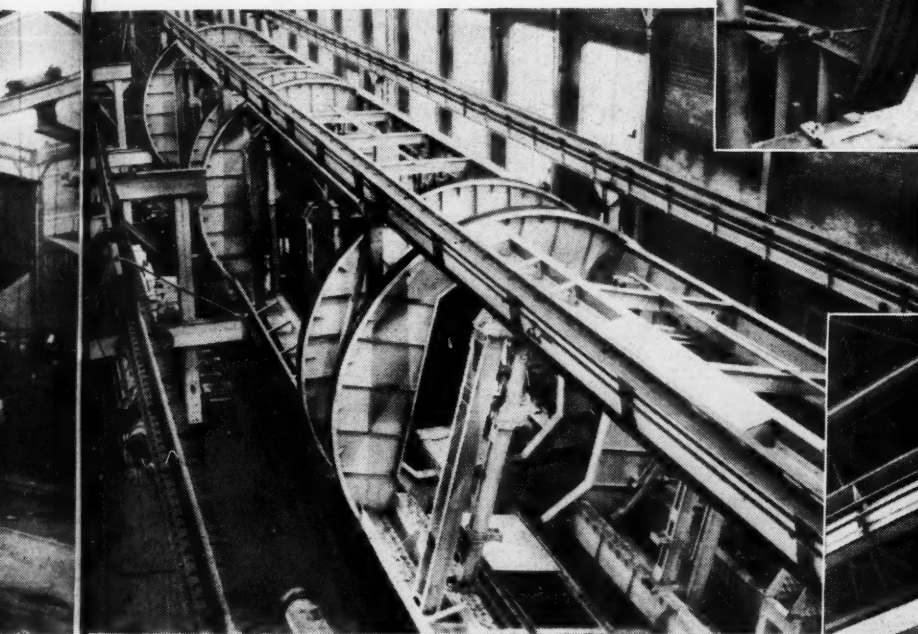
The completed car sides are dropped into position and held by rivets at the top corners and at the bottom of the side posts at both ends of the car

Cars on A.C.F. Assembly Lines

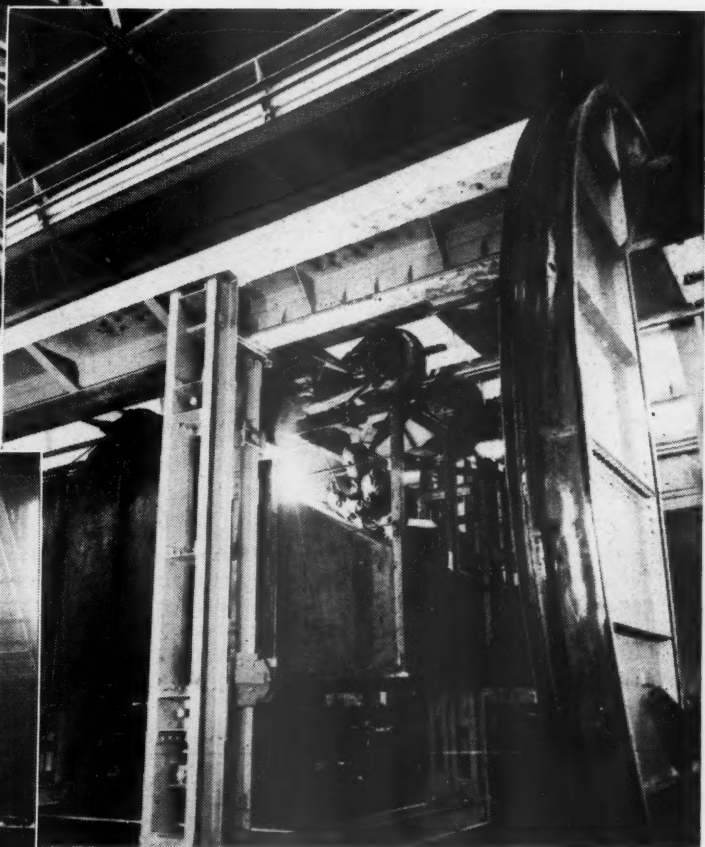
to the line as completely welded sub-assemblies, are fitted into position, and then held by either tack welds, a few rivets, or temporary bolts until the joining surfaces can be finish welded in the three rotating positioners. Each of these cylindrically shaped positioners can hold and move a car to any angle around the longitudinal axis of the cylinder and thus spot the car for downhand welding of all interior and exterior joints. After welding, auxiliary equipment is installed and the car is painted.



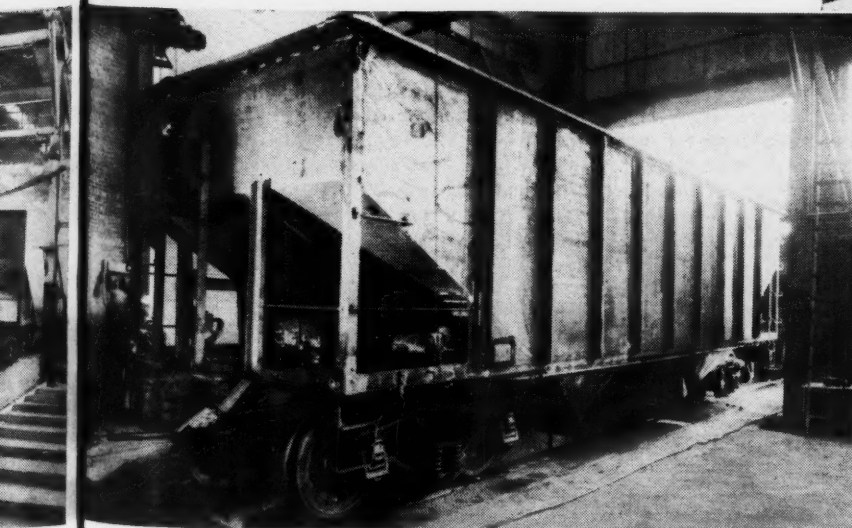
One side is welded in the first of three rotating positioners employed to tip the entire car so that all finished welding can be done downhand



The rotating positioners are shown in this view looking toward the start of the assembly line. Before they are rotated the cars are fitted with temporary inside braces



With the car clamped firmly in the second positioner it is rotated 180 deg. to an upside-down position and all welding on the underside of the car is completed



After leaving the last rotating positioner the car is equipped with piping and air brakes and then is rolled off the assembly line ready for the last job of painting

What the Operating Unions Demand

Proposed rule changes would make modern motive power obsolete and return railroading to "eight-wheeler" days

DEMANDS for new and changed rules, which in some cases "would result in seven days' pay for one day's work, and, indeed, by combinations of proposals, even multiples of that," led to the railroad strike in May, 1946.* Those demands, almost unchanged, are being pressed again by the five brotherhoods representing the railroad operating employees and are currently being considered by the individual carriers. If these separate negotiations with the brotherhoods fail to result in accord, as appears likely at this writing, the case will be presented to the National Mediation Board for further handling, as provided for by the machinery of the Railway Labor Act.

The rule changes which the organiza-

tions seek contain numerous and prickly ambiguities. Indeed, these difficulties of interpretation seem to have existed also a year ago when similar demands were before the President's Emergency Board. In its report to the President, the board stated that "it was evident that there was uncertainty on both sides as to the actual scope or operation of their respective demands." But, despite these obstacles to clear understanding of what is at issue, even a cursory review of the unions' demands, as worded by their representatives, shows clearly that acceptance thereof would result in making modern motive power obsolete overnight; defeating many technological advances in railroading; and reducing management to the role of puppet.

To demonstrate what the proposed rule changes involve and how they would affect the rules currently in effect, the following comparison of im-

portant rules provisions is presented. Shown on the left are the rule changes demanded by the five operating unions. These demands have been interpreted as accurately as the language and logic provided by the labor chiefs will permit. Set forth on the right are statements of the effect the new proposals, if adopted in full, would have upon the rules of one large eastern carrier, which are generally typical of those of the nation's other Class I carriers. This selection of the rules of one carrier is necessitated by the impossibility of finding a national common denominator because, while most roads operate under generally identical rules, important differences exist in the area of a few rules in response to local conditions. Thus, for example, one road's rules contain double-heading and helper district agreements, while those of the majority of roads do not.

* Report to President Truman by the Emergency Board, April 18, 1946, page 11.

NEW RULES DEMANDS OF THE OPERATING BROTHERHOODS

COMPARISON WITH EXISTING RULES AND AGREEMENTS

(1) Train Limit

The maximum length of any freight train shall not exceed 3,000 ft., or 70 cars, and the maximum length of any passenger train shall not exceed 1,200 ft., or 14 cars.

Train length is currently a prerogative of management. (Note that the restriction to 3,000 ft. on freight trains would limit a train of modern equipment to about 60 cars.)

(2) Doubleheading and Helper Service

(a) With trains of over 40 cars, doubleheading is prohibited, except as hereinafter stated.

(a) New provision. Doubleheading is seldom required on trains of less than 40 cars and is generally done only as an expedient in balancing power.

(b) Doubleheaders may be run on any district provided the rating of the largest engine handling the train is not exceeded.

(b) New Provision. Permits management, in effect, to doublehead only when there is no need for doing so.

(c) It is recognized that the exigencies of the business may require additional helper service to that provided for, in which event the matter shall be settled by negotiation between management and committee and provisions made for helper engines on any district to maintain the tonnage intact over grades. It is understood that request for additional helper territory will not be recognized on grades of one per cent or less.

(c) New provision. Some roads, particularly in the West, do have doubleheader and helper agreements which parallel in nature those demanded by the unions. Note that in accordance with proposed full crew rule (No. 4 below), a conductor would be required on helper engines.

(d) In every instance where crews are used in violation of (a) above, the crews used shall be paid double compensation and the crew standing for the service and not used shall be paid the same amount that they would have been paid had they been used.

(d) New provision.

(e) In every instance where crews are doubleheaded in violation of (b) above, crews shall be paid as follows:

(e) New Provision. Under this rule, in the operation of a 4-unit Diesel, for example, where the tonnage exceeds the capacity of 3 units, 4 days' pay would accrue to each member of the entire train crew, and 1 day's pay would have to be granted to each of 3 complete crews not used. Should the train be manned with 4 complete crews (20 men on the average train) no penalty payments to men not used would accrue.

(1) Trains propelled by 2 engines and handling tonnage in excess of the rating of the largest engine used shall be paid double-time and the crew standing for the service and not used shall be paid the amount they would have been paid had they been used.

(2) Where more than 2 engines are used, the train crew so used and the crews standing for the service and not used shall be paid on the same basis as in (1) above, for each engine used in excess of 2. For the purpose of applying this rule, each unit of power constitutes an engine, regardless of the source from which the energy is obtained, supplied, controlled or applied.

(3) Sunday and Holiday Work—Overtime for

All employees shall be paid time-and-one-half for service performed on Sundays, New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving and Christmas (or on Monday when these holidays fall on Sunday).

New provision. Such work is currently compensated for at straight time until overtime is actually earned.

(4) Full Crews

Crews employed in road service shall consist of not less than 1 engineer, 1 fireman, 1 conductor and 2 brakemen, except 3 brakemen will be used in local, mine-run, work, wreck and construction service. On light engines and engines in helper service, an engineer, fireman and conductor will be used. Crews employed in yard service shall consist of not less than 1 engineer, 1 fireman, 1 conductor and 2 brakemen, except where yardmen are required to ride cars, 3 brakemen shall be used. Outside hostlers shall be furnished helpers at all times.

Minimum crews not set by agreement with brotherhood. Conductors not used on light or helper engines. Three brakemen not always used on locals.

(5) Motor or Electric Cars in Multiple-Unit Passenger Service

Enginemen operating motor or electric cars in multiple unit passenger service shall receive payment based upon a minimum rate for one unit and shall receive rate increases for each additional unit operated (motor or trailer), based on scale for compensating enginemen for weight of locomotives on drivers.

Current rules provide compensation without regard to number of controlled units or trailers operated.

(6) Standardized Wage Rates Between Territories

All basic daily wage rates, including allowances and arbitraries, shall be not less in the western territory than in the eastern and southeastern territory.

No change on this road or other eastern and southeastern roads. Would involve an upgrade of about 6 cents a base day on western roads.

(7) Passenger Service—Basic Day (Train-Service Employees)

One hundred miles or less (straightaway or turn-around). 5 hr. or less (except short turn-around) shall constitute a day's work. Miles in excess of 100 shall be paid for at the mileage rate provided. Daily rates obtain until the miles made at the mileage rates exceed the daily minimum.

Existing basic day is 150 mi. (based on the average speed of 20 m.p.h. for 7 hr. 30 min.).

(8) Passenger Service—Overtime (Engine- and Train-Service Employees)

(a) On short turn-around runs, no single trip of which exceeds 80 mi., overtime shall be paid for all time actually on duty or held for duty in excess of 6 hr. within an 8 hr. spread, and also for all time in excess of 8 consecutive hours, computed from time first required to report until final release at initial terminal. Time shall be counted as continuous service in all cases where the interval of release from duty at any point does not exceed 1 hr.

(a) Present overtime base for this class of service is time in excess of 8 hr. within a spread of 10 hr., instead of 6 hr. within 8 hr., and time in excess of 10 consecutive hours instead of 8.

(b) Other than short turn-around overtime shall be paid on a speed basis of 20 m.p.h. computed continuously from the time required to report until release at the end of the last run. Overtime shall be computed on the basis of actual overtime worked or held for duty, except that when the minimum day is paid for the service, overtime shall not accrue until the expiration of 5 hr. from time of reporting.

(b) Changes period at which overtime shall begin to accrue, when minimum day is paid, from 7 hr. 30 min. to 5 hr.

(c) Overtime rate. Overtime in all passenger service shall be paid for on the minute basis at time-and-one-half.

(c) Increases overtime basis from straight time to time-and-one-half.

(9) Rates of Pay for Miscellaneous Services (Train-Service Employees)

Road conductors and trainmen shall receive not less than the local freight rate of pay for mine run, snow plow, pusher, helper, roustabout, road-switcher, work, wreck, construction and unclassified service.

Represents an upgrading of about 5 per cent in rate of pay for road conductors and trainmen performing pusher, helper, roustabout, work, wreck, construction or unclassified service.

(10) Differentials

(a) Ten cents shall be added to the basic hourly rate for local freight, transfer, mine-run, road-switcher, yard and unclassified service performed between 6:30 p.m. and 6:30 a.m.

(a) New provision.

(b) The basic daily rate for yard conductors (foremen) shall be not less than \$1.50 more than the basic daily rate for yard trainmen (helpers).

(b) Difference is currently 60 cents on the selected road, 52 cents on most.

(11) Held En Route

Road crews held en route by reason of yard congestion at terminals or for connections shall be compensated for all time held on a minute basis with a minimum of 1 hr. at *pro rata* rates; such pay to be in addition to all other time or mileage made.

New provision. This rule expands the provisions of the terminal delay rule [No. 13 below] to cover delays on the road.

(12) Initial Terminal Delay (Engine- and Train-Service Employees)

In all classes of road service initial terminal delay shall be computed from the time required to report for duty to the time train departs from designated point. All time in excess of 15 min. shall be paid for on the minute basis at the applicable hourly rate for the class of service performed.

Rule currently applies only to engine-service employees and base is "in excess of 1 hr. 30 min." instead of "in excess of 15 min." On many roads there are no initial terminal delay rules at all, and on others they apply only to engine-service employees in passenger service.

(13) Final Terminal Delay (Engine- and Train-Service Employees)

Final terminal delay shall be compensated for on a minute basis for *all time* delayed from time train or engine arrives at designated point, or from time stopped before reaching such point due to yard conditions or preceeding trains, until released from duty.

Rule currently applies only to engine-service employees. Changes rule so that final terminal delay includes *all time* delayed instead of time delayed after the first hour up to beginning of overtime payments. Few roads now have final terminal delay rules.

(14) Held at Other-Than-Home Terminal

(a) Employees in pool freight or unassigned service held at other-than-home terminal shall be paid continuous time on the regular rate per hour paid them for last service performed for all time worked in excess of 12 hr. Such payment shall be separate from pay for subsequent service for deadheading.

(a) Away-from-home terminal pay changed to commence after employees are held 12 hr., instead of 16 hr., and to be separate from pay for subsequent assignments. The present rule provides a payment of 8 hr. for each 24 hr. held, rather than for all time after the first 12 hr.

(b) The provisions of this rule shall also apply to regularly assigned freight and passenger services.

(b) These provisions have not applied heretofore to regularly-assigned services.

(c) Home terminals as they existed June 1, 1945, shall not be changed except by mutual agreement.

(c) Existing general practice except for specific base date.

(15) Points for Going on and off Duty

Employees shall have a designated point for going on and off duty. The point for going on and off duty at each terminal shall be the same place and established by agreement.

Points for going on and off duty are currently established by management and need not be the same point within the terminal.

(16) Conversion Rule

Crews in all classes of road service shall be paid local freight rate when required to pick-up and/or set-off or perform station switching, or load or unload freight or company material.

Current rule allows 4 pick-ups and/or set-offs in addition to first pick-up and last set-off and 4 pick-ups and/or set-offs at interchanges, and allows the setting off of cars which become defective en route before converting pay to local basis. The proposed rule would give local freight rate to crews of through freights doing any work between terminals, including the setting off of defective cars, and to crews of passenger trains on which baggagemen handle any company material.

(17) Crews Used to Perform More Than One Class of Service

Crews required to perform more than one class of service in a day or trip (such as through freight crews used to perform work of wreck train service, or vice versa) shall be paid not less than a minimum day for the additional service at the applicable rates, in addition to the miles or hours of road trip or day, and without any deduction therefrom.

Under existing rules, such employees generally receive a minimum of 3 hr. for the additional service performed in addition to the pay for the road trip, except that if the additional service is performed at a point where yard crews are assigned, a minimum of one day is paid for the additional service.

(18) Deadheading

Employees called to perform deadhead service shall be paid for the actual miles deadheaded, with a minimum of a basic day. Deadheading shall be computed and paid for separate from any other service performed.

Deadheading may be combined in any manner that traffic conditions require and is paid for on a continuous basis, with not less than a minimum day.

(19) Qualifying, Attending Investigations, etc.

Employees required to qualify, requalify, learn all or a portion of the road or yard, attend investigations, classes of instruction or examinations, report for physical examination, including exercise of seniority, in order to meet requirements of the carrier, will be paid actual time consumed, but in no case less than time lost had the employee followed his turn, and, in addition, any deadheading or legitimate expense. When no time is lost, actual time with not less than a minimum day at the rate applicable to the last service performed, and, in addition, deadheading and legitimate expenses, shall be allowed.

No pay or allowances are currently allowed for men qualifying over own division or seniority districts except when required to qualify on territory added by merger. Examinations, under existing agreements, are arranged as far as practicable to be taken without loss of time to the employee.

(20) Attending Court

Employees required to attend court, coroner's inquest, interrogation by claim agent or railroad lawyer shall be allowed actual time with a minimum of one day at the rate of last service performed for each day so engaged, and, in addition, deadheading and expenses.

Deadheading not allowed under existing agreement.

(21) Lap-back or Side Trips, Doubling Hills

Crews in road service required to make a lap-back trip or side trip or to double hills shall be paid not less than a minimum day at rate applicable for each such trip or double, in addition to all other time earned on day or trip, and without deduction therefrom.

New provision. Employees so used currently receive a minimum of 3 hr. additional pay—except that, if lap-back, side trip or doubling is not in connection with their own train, an additional minimum day is paid.

(22) Automatic Release

Crews arriving at terminal of run are automatically released, except as provided in short turn-around service or other rules applicable; if used again, they begin a new day.

Generally in practice now.

(23) Release of Crew as a Unit

Regular members of crews in road service, other than passenger, will be relieved from duty as a unit.

Crew members are generally released as their duties are completed.

(24) Yard Service—New York

Employees in yard service shall be paid 1 additional day's pay at time-and-one-half when assigned and required to perform new work which cannot be completed within the hours of their assignment.

New provision. Employees so used currently receive only such overtime as they actually accrue.

(25) Sick Leave Pay

Employees shall be granted sick leave pay—at the basic rate for the service last performed—annually as follows:

- 1 to 5-yr. service, 7 days' pay
- 5 to 15-yr. service, 14 days' pay
- 15 to 20-yr. service, 21 days' pay

20-yr. service or over, 30 days' pay. In the event all or part of sick leave is not absorbed, time will accumulate from year to year.

New provision (would allow an employee with 10-yr. service to accumulate as much as 112 days' sick leave with pay. An employee with 23-yr. could accumulate more than a full year's sick leave pay. These provisions are separate and apart from, and in addition to, Crosser Law sickness benefits.

(26) Pilot Service

When foreign line trains or trains from other seniority districts are being detoured, an engineer and conductor from district over which detour is being made shall be used as pilots. This shall also apply where the engineer or conductor on any train is not familiar with the territory over which the train operates.

New provision. Present practice, however, conforms with proposed rule except that both an engineer and conductor are not generally used.

(27) Yard and Hostler Service

(a) Men working in excess of 8 hr. in a 24-hr. period shall be paid on a minute basis at time-and-one-half.

(a) No change.

(b) A regular or extra man used on a second tour of duty in a 24-hr. period shall be paid time-and-one-half for that second tour.

(b) Extra men working a second tour in a 24-hr. period currently receive straight time for the second tour.

(28) Minimum Rate—Engine-Service Employees

Rates for engineers and firemen in road and yard freights, work trains, pushers, wreck, and mine train service and for inside hostlers shall begin at the rates provided for locomotives weighing 250,000 lb. on drivers.

Compensation currently commences with the rate provided for locomotives weighing 80,000 to 100,000 lb. on drivers (rates for locomotives weighing 250,000 start about 10 per cent higher than rates for locomotives weighing 80,000 lb. on drivers).

(29) Rates for Yard Switch Tenders

Yard switch tenders shall be paid yard brakeman's rate of pay.

Amounts to an advance of approximately 20 per cent.

(30) Minimum Guarantee (Engine-Service Employees)

(a) Assigned employees shall be paid the full miles or hours of their assignment (inclusive of overtime or arbitraries that may be a part of same), for each day not used, or if called for other than regular assignment, shall be paid not less than they would have earned on same.

(a) Currently, an employee held, but not used, receives a minimum day at the rate provided for the service protected, except that, if he is properly notified, no pay is received.

(b) Unassigned (pool) and/or extra employees shall be paid not less than minimum day at the rate applicable to the last service performed for each day not used. Regular assignment shall not be established for less than 6 days per week or the equivalent thereof.

(b) New provision.

(31) Minimum Guarantee (Conductors and Trainmen)

(a) Assigned employees in freight service shall be guaranteed the full mileage or hours of their assignment inclusive of any overtime that is part of the assignment, for each day not used. If not used in their regular assignment or pool turn, but used in other service, shall be paid not less than they would have earned on their regular assignment or pool turn.

(a) Currently, an employee held, but not used, receives a minimum day at the rate provided for the service protected, except that, if he is properly notified, no pay accrues.

(b) Employees in assigned through freight service and unassigned work-train service shall be guaranteed not less than 3,000 mi. per month exclusive of all other allowances except road overtime.

(b) New provision. No existing mileage guarantee for through freight service or work-train service.

NEW RULES DEMANDS

(c) Employees working under the provisions of (a) and (b) above, who do not work the entire months, shall be paid not less than *pro rata* of this guarantee for each day available for service.

(d) Regular assignments shall not be established for less than 6 days per week or equivalent thereof.

The following shall be considered yard work, shall be handled by yardmen, and shall be compensated for under the schedules of wages and rules of yardmen in all yards where yard schedules are in effect:

(a) The switching of all freight and passenger equipment within the switching limits.

(b) The transfer of all freight and passenger equipment operating within the switching limits.

(c) The handling of all construction and work trains operating within the switching limits.

(d) All ground pilot or herder service operating within the switching limits.

(e) The giving or relaying of signals to yard engine crews and the coupling and uncoupling of cars and engines within the switching limits.

(f) The throwing of ground switches (except those operated by switch-tenders) within the switching limits.

(g) The operating of hand brakes for the purpose of effecting or controlling their movement within the switching limits, or the bleeding of air brakes on cars to be switched or marking cars for classification.

(33) Uniforms

When employees are required to have uniforms, such uniforms shall be furnished, cleaned and pressed without cost to the employees.

COMPARISON WITH EXISTING RULES

(c) New provision.

(d) New provision.

Under existing regulations road crews may perform certain work in connection with their own trains within the switching limits. Road crews may be used on construction and work trains operating both within and outside the yard limits.

(34) Office Space for Passenger Conductors

Suitable seating and desk space shall be provided on all passenger trains for the exclusive use of conductors to compile required reports.

New provision.

(35) Eating and Sleeping Accommodations

Crews shall not be tied up at points where satisfactory and adequate eating and sleeping accommodations are not available.

Generally in practice.

(36) Locomotive and Caboose Equipment

All locomotives and cabooses shall be equipped with suitable awnings, windshields, approved seats, cold drinking water, sanitary paper cups and electric lights.

Generally in practice except that sanitary paper cups and electric lights in cabooses are not generally provided.

(37) Flagging and Throwing Switches

Engineers and firemen shall not be required to flag or throw switches.

Generally in practice, except firemen on light engines are required to flag and throw switches.

(38) Assistance for Firemen

On coal-burning locomotives proper size coal for firing purposes shall be placed on tenders at coaling stations and shall be kept within reach of fireman from deck of locomotives at all times.

Presently a matter for handling by the local chairman with the local officers. (Agreements of this nature are generally in effect for the firemen of hand-fired locomotives only.)

(39) Appointment of Yardmasters and Road Foremen

Yardmasters and assistant yardmasters appointed, regular or temporary, shall be the senior qualified yardman making application. Road foremen and assistant road foremen will be taken from the ranks of engineers and firemen on the seniority district where the vacancy exists.

New provision. Currently a prerogative of management. (Some roads have a similar provision for the appointment of assistant yardmasters.)

(40) Watch Inspection

Carrier shall supply watches at cost and shall pay for cleaning and repairing of watches. Employees shall be paid for time consumed when required to have watches inspected at *pro rata* rate with minimum of 2 hr. at the rate of last service performed.

No watch inspection requirements on sample road. (New provision for roads requiring watch inspection.)

(41) Saving Clause

Existing differentials for divisions or portions thereof, or mountain or desert territory as compared with valley territory, whether expressed in rates or constructive mileage allowances, are to be preserved. Existing rules, considered more favorable by committee on individual roads, are to be preserved.

This provision is designed to preserve more favorable conditions where they exist on individual roads.

New York Central Rebuilds Enginehouse at Busy Englewood Terminal

Direct steaming in remodeled structure permits use of steel columns and girders without fear of attack by gases—Wood sub-purlins and decking treated with fire-resisting material

THE New York Central is now modernizing its locomotive facilities at Englewood (Chicago), Ill., an undertaking which includes the conversion of 20 stalls of the original 30-stall enginehouse into a 10-stall house with longer stalls, and the construction of a 9-stall addition, employing fire-resistant construction, including the use of considerable structural steel. This use of the steel was made possible by the installation of a direct-steaming system serving all stalls, which makes it unnecessary to have locomotives with fires in them within the building, thereby keeping the house free of the sulphuric fumes or gases that would attack the steel. Also included in the terminal improvement work are the enlargement of the existing power plant, the construction of two double-track wet cinder pits served by an overhead crane, and the relocation of the tracks serving the house.

Need for Facilities

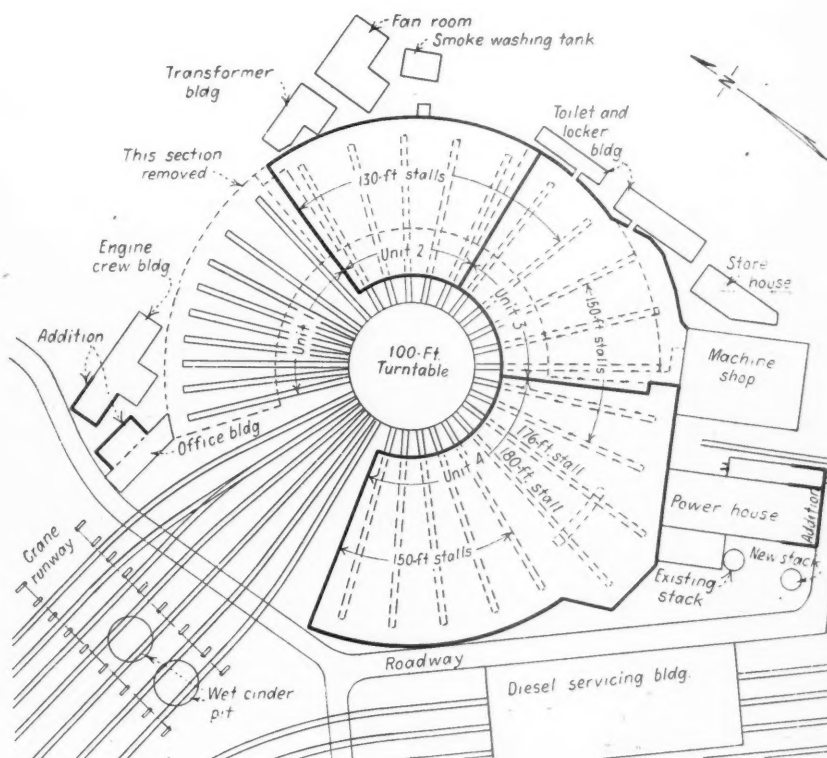
Before the reconstruction, the 30-stall enginehouse was laid out in three sections, each with ten 93-ft. stalls, and was supplemented by 16 outside radial storage tracks, all being served by a 100-ft. turntable. Although fewer locomotives are now serviced at this location than when the house was built, the growth in the size of power used in the territory made it impossible to accommodate present modern locomotives within the house, so that these locomotives had to be turned when work was required on both their front and rear ends, resulting in increased expense and servicing time. Furthermore, since it was impossible to close the doors of the stalls occupied by these locomotives, it was difficult and expensive to maintain satisfactory working temperatures within the house in winter.

Several important considerations were involved in rebuilding and modernizing the enginehouse. In the first place, since it is located in a highly congested urban district, it was essential that the new construction be made as fire-resistant as possible. Furthermore, due to the nearness of adjacent permanent

facilities, lengthening of the stalls by moving the outer wall was impracticable, leaving the only possible means of obtaining the additional length required that of moving the inner wall toward the table. However, in advancing the inner wall approximately 38 ft., it became necessary to relinquish the use of every alternate house track to maintain proper side clearance at the door openings. Even this expedient did not afford tracks and pits of sufficient length for servicing the long Class S-2 power handled at the house, nor did it provide room for the installation of a drop pit table. Therefore, to secure the longest tracks desired, it was decided to construct an extension to the enginehouse at the location occupied by the 16 radial storage tracks, where adequate space was available.

In rebuilding the house, the work

was divided into four separate units, with Unit One including the first ten stalls of the original house, which was to be abandoned, though leaving nine of its tracks for outside storage purposes. Units Two and Three were the remaining two 10-stall sections of the original house, which were entirely rebuilt by moving the inner wall 38 ft. toward the table and extending the pits at both ends, a total of some 43 ft. Unit Four was that portion of the area occupied by the original 16 storage tracks, upon which site the new 9-stall extension was constructed. By adopting this arrangement, the rebuilt house includes two 5-stall sections in the former house, with a total of seven 130-ft. stalls and three 150-ft. stalls, and the new 9-stall section, with seven 150-ft. stalls, one 176-ft. stall and one 184-ft. stall. Of the house proper, Unit Four



General plan of the rebuilt enginehouse and adjacent facilities (heavy lines), showing the various additions



Reconstruction view of a portion of Unit Two of the enginehouse, showing the steel framing and a portion of the outer circle wall in place



Above—Interior of the new nine-stall section, showing the glass-block panels. Below—A section of the underside of the roof, which was constructed with fire-resistant treated wood decking, nailers and sub-purlins on steel purlins



is practically complete, while the work of reconstructing Units Three and Two is now in progress. The entire work is expected to be completed during the current year.

Fire-Resistant Construction

Due to the necessity of maintaining house operations during construction, Unit Four of the work was carried out first, thereby maintaining the original facilities intact while this work was underway. In the house extension as built, 12-in. steel H-columns are supported on concrete footings over clusters of concrete-filled metal piles, 30-ft. long, driven to an average penetration of 28 ft. The roof beams, varying in size from 15 in. to 30 in., and roof purlins, ranging from 12 in. to 24 in., are wide-flange steel sections, but the sub-purlins, nailers and roof sheathing are of wood. All wood members and sheathing were given a decay and fire-resistant treatment. The roof sheathing is of 3-in. D & M lumber, while the sub-purlins and nailers are 4 in. by 8 in. and 4 in. by 6 in., respectively, in conformance with local building codes.

The center section of the roof is pitched to make a peak which forms a pocket for ventilating purposes, while the remainder of the deck, on each side of the peak, is relatively flat. The slope of the peak section is on a rise of 6 in. in 12 in., with that of the remaining deck surface being $\frac{1}{2}$ in. in 12 in., sloping upward toward the peak. The flatter decking is covered with 5-ply tar and gravel built-up roofing, while the peak portion of the roof is surfaced with 5-ply built-up roofing with a smooth surface.

The panels of the outer wall are of brick, enclosing glass block windows with horizontally-hinged ventilating sashes in both their upper and lower areas. The inner wall is a series of stall-openings, each with double, two-fold wood doors, with curtain walls of glass block above them. Both walls are supported on pile foundations. Adequate ventilation at each stall is assured by the installation of three 30-in., asbestos-protected metal roof-ventilators with dampers.

The nine stalls in the new unit have lengths of 150 ft., except the two stalls served by a 50-ton drop table, which are 176 ft. and 184 ft. long, respectively. The floor section between all pits is of reinforced concrete, 9 in. thick, crowned $\frac{3}{4}$ in. at the column lines and sloped to the sides of the pits.

Other Units

The same type of construction is being used in the remodeling of Units Three and Two, with some minor variations to suit the shorter building. Es-

essentially, the enginehouse in these two areas is being entirely rebuilt, the only facilities re-used being the pipe ducts, the foundations of the outer walls, and half the inspection pits—the remaining pits, however, in each case requiring a 43-ft. extension and a new floor to transfer the drainage to each end. New brick and glass-block inner and outer walls are being erected, and new fire walls are being constructed between the three adjoining units, each containing a tin-clad, automatically closing fire door.

General heating of Unit Four is effected by means of five-way unit heaters, supplemented by steam coils for direct radiation in the inspection pits. Units Three and Two will be heated by forced hot air as formerly, utilizing the existing ducts, extended where necessary. Interior lighting throughout the entire building will be by means of double rows of fluorescent tubes along the column lines between stalls.

Other Features

The use of steel construction in rebuilding the house, as pointed out earlier, was made possible by the installation of the direct-steaming system, whereby locomotives enter the house under the pressure remaining in their boilers after their fires have been pulled, and are subsequently charged with sufficient steam to allow them to be moved out of the house to a "make ready" track where they are fired up.

In addition to the foregoing work, other improvements at the terminal include two circular wet cinder pits, 32 ft. 6 in. in diameter; three reinforced concrete engine-washing platforms, 125 ft. long; and a 30-ft. by 44-ft. extension to the power plant, involving two new 927-hp. steam boilers and a 175-ft. brick chimney. Furthermore, the incoming and outbound tracks and their switches were respaced and rehabilitated to provide a completely revamped engine terminal. The new cinder pits are served by an overhead crane with a 2-yd. clamshell bucket operating on a new 160-ft. runway which extends over both the tracks and an adjacent driveway. This permits cinder disposal by either truck or car.

Plans for the new enginehouse and other facilities were prepared under the general direction of E. A. Dougherty, chief engineer of the New York Central, Lines west of Buffalo, and H. R. Aldrich, assistant engineer of buildings. Supervision of the actual construction is under the direction of H. W. Jordan, assistant engineer. The work is being done under contract by the Ellington Miller Company, Chicago, general contractor, with H. M. Dodd, general superintendent, in charge.



Above—Another view of the interior of the new section, showing the steel framing and lighting. Below—One of the extensions to the original engine pits in Units Two and Three





Above—The clerk in the block office has a microphone connected to the 40 loud-speakers and a handset connected to the 22 telephones. Right—View in the freighthouse, showing one of the loud-speakers mounted on an overhead beam



Loud-Speakers Expedite Operations in Missouri Pacific Freighthouse

Forty units, spaced about 130 ft. apart on platforms having an aggregate length of 4,500 ft., are used to direct operations and to call supervisors and clerks to telephones connected to the offices

AS a means of improving service to shippers and consignees of less-than-carload freight, the Missouri Pacific has installed an unusual communication system in its freighthouse at Kansas City, Mo. This system includes equipment in three offices, connected to 40 speakers and 22 telephones spaced uniformly throughout platforms and warehouse areas.

Freighthouse Operations

The freight handling facility as a whole is 1,505 ft. long and 195 ft. wide, and has an aggregate floor area 4,500 ft. long. The outbound house, where freight is received from motor trucks of shippers, is located along the north side, as shown in the diagram. The inbound house, where trucks pick up freight for consignees, is on the south side. Between the two houses are nine tracks

on which box cars are spotted for loading or unloading. Seven of the tracks extend for the entire 1,505-ft. length of the layout, but the other two are stub-ended part way. Between tracks No. 4 and No. 5 there is an island platform 1,363 ft. long.

With certain exceptions, shipments are moved from the houses to cars, or from cars to the houses or other cars, by means of 3-ft. by 4-ft. low-platform freighthouse trailer trucks; usually coupled together and pulled as trains by gasoline-engine-driven tractors. Two lift bridges at strategic locations connect the two houses and the island platform. About 90 to 100 cars are loaded every day. Designated cars are for St. Louis, Denver, Little Rock, Dallas and other points on the Missouri Pacific Lines, as well as for certain off-line points. When a car has been loaded to capacity, the overflow is placed in an

extra car. Also included in the operations is the unloading of 50 to 60 inbound loaded cars. Some of this freight is for delivery to local consignees in Kansas City, and the remainder is for transfer to outgoing cars.

The Personnel

The operators of the tractors are known as tractor men, and those who unload the freight from the cars onto the trucks, as well as take the freight from trucks and load it into cars, are known as stow men. About 25 tractor men and 130 stow men are normally employed, in addition to 48 check clerks. A check clerk is assigned to each car being unloaded. Two dock foremen have supervision on the island platform, and four foremen are assigned to certain areas in the houses. One assistant foreman is available for special assignment

any place where needed. All the men, in addition to those in the three offices, are under the jurisdiction of the warehouse foreman. The operations in this freight house get under way at midnight and continue at top speed until 6 p.m., when the cars are released for movement.

Preliminary to the day's activities, the empty cars are assigned to be loaded for certain destinations and are designated by block numbers. When a truck from a shipper places his freight on the dock in the outbound house, it is received by a clerk, and the man in the "block office" marks the block number on the bill. The block number designates the car to which the shipment is to be taken. The bill is then given to a check clerk in charge of laborers who load the freight on truck trailers, and the trailers are then given the same block numbers as the cars to which they are destined. The tractor men, under direction of the foreman, see to it that the loaded trailers are taken to the cars specified. Similarly, freight unloaded from cars is placed on trailers and delivered to the inbound house or taken to cars being loaded for other destinations. A clerk in the foreman's office on the inbound side works under the general direction of the warehouse foreman to broadcast general instructions and take care of routine changes as they arise. The man in the delivery office, farther east on the inbound side, has charge of the handling of freight to the delivery trucks.

Previous Operation

Prior to the installation of the new loud-speakers and telephones, normal operations of the freight house, as well as the handling of anything out of the ordinary, required the foreman or someone else to go to the office or to employ a messenger to deliver instructions or obtain information. In the operations scattered throughout the 4,500 ft. of warehouses, docks and platforms, a lot of time was wasted in hunting for individuals. In the meantime serious delays developed. The need, therefore, was for a means of communication whereby specific orders or calls could be issued quickly to any or all the check clerks, dock foremen or others. The solution

was to install loud-speakers and telephones throughout the entire freight-house area. On the clerk's desk in each of the three offices there is a small loud-speaker and a microphone with a button-type push-to-talk switch. Operation of this switch controls an amplifier relay and disconnects the loud-speaker.

The 40 outdoor-type speakers are mounted on the overhead beams in the freight house and roofs of the platforms. These are spaced about 130 ft. apart, so that a person working anywhere on the property can hear and understand all calls being broadcast. A call sent out from the microphone in any of the three offices is reproduced in the loud-speakers in the other two offices as well as in the other 40 loud-speakers outside the offices.

In many instances the instructions are only for certain men, as for example, "Derrick foreman, take your derrick truck to car 6 on track 5," or "Car cleaners, sweep M.P. 30021 on spot 248 and report when finished." Previously, when the derrick truck was needed, a foreman or a messenger had to hunt for it. Likewise, when the car cleaners were wanted quickly, someone had to look through various cars until they were located. Some broadcasts are for specific instructions to numerous men. For example, in the midst of activities, the supervisor sees that the car being loaded for Pueblo will be full in a short time. He goes to the nearest telephone and gives that information to the foreman's office. Another car is made ready and assigned. Word is then broadcast to the entire force throughout the plant, "Change block 424 to 464." All of the 48 check clerks are responsible for hearing and acting on such information at once, and must change their block numbers accordingly. Shipments destined for Pueblo are then directed to the overflow car. Previously it was necessary to send a messenger to contact each check clerk to convey the information now being immediately broadcast simultaneously to all. Thus the new communication system prevents backhauling and congestion.

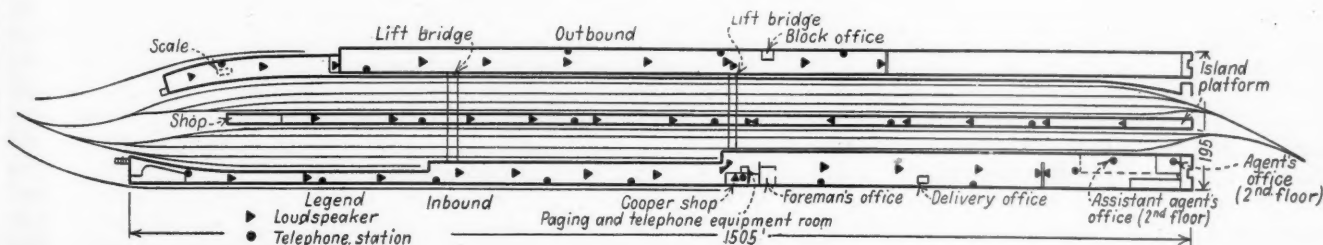
Included in the new communication system are 22 telephones spaced about 200 ft. apart throughout the houses and platforms. At each of these locations there is a two-position switch, by means

of which the telephone can be connected either to a line to the block office or to a line which extends to the office of the warehouse foreman and on to the office of the delivery clerk. These telephones have no bells or other attention-attracting device, as this function is accomplished by the loud-speakers. For example, when the clerk in the block office wants to talk to a certain check clerk, he uses his microphone and push-to-talk switch to send out a call on the loud-speakers, such as, "Bill Jones, please call the block office." No matter where Bill Jones is working, he hears this call and goes to the nearest of the 22 telephones and acknowledges the call by saying "Hello block office, this is Bill Jones." At the block office this answer is reproduced in the small loud-speaker in the desk set. The clerk then removes his receiver-transmitter telephone handset from its hook on the wall and uses it to carry on the conversation.

Calling the Office

Similarly, if any check clerk, foreman or supervisor wants information from the block office, from the foreman's office, or from the delivery office, he goes to the nearest of the phones and places the switch for the line to the office he wants to talk to. He then takes the handset off the hook, listens to be sure the line is not busy, and speaks into the transmitter. His call is reproduced in an extra loud-speaker mounted on the wall in the office but is not broadcast. Another feature of the system is that the clerks in the three offices can call each other and use the telephones in their offices to carry on conversations.

This special system of loud-speaker and telephone communication was planned by a research committee of the Missouri Pacific, and was designed and installed by Missouri Pacific forces under the jurisdiction of W. Rogers, superintendent of telegraph, and under the supervision of L. E. Verbar, telephone engineer. The telephone equipment was purchased from the Western Electric Company, and the loud-speakers, microphones, amplifiers, relays and other sound equipment were obtained from the Stromberg-Carlson Company.



Plan of the freight house showing the locations of the offices, loud-speakers and telephones

Getting History Right on Railroads

Carriers have suffered from a stereotyped picture of them as "robber barons," but this distorted view is being corrected

ONE of the most persistently disturbing aspects of the railroad industry's public relations—that is, the inadequacy and inaccuracy with which its behavior and accomplishments have frequently been portrayed in standard historical works—appears to be well on its way to ultimate correction. The trouble originated, not in any lack of interest on the part of historians in the facts but in inadequate liaison between historians and the railroads which alone have available the source material necessary for historical writing which will truly reveal the facts in their proper perspective. This liaison has now been largely established.

On December 11, 1946, seven leading historical organizations, acting through a coordinated agency established for the purpose, sent an "inquiry," or questionnaire, to all Class I railroads in this country and Canada concerning the nature, location, and availability of their historical publications and source archives. To date, railways representing well over 80 per cent of the route-mileage north of the Rio Grande have responded. As a result, for the first time the way is now open for the writing of accurate and significant railway history on a broad scale. Furthermore, this latest evidence of current and projected collaboration between scholars and railroaders strongly suggests that the traditional distrust with which the "practical" railway men and the "academic" historian have often regarded each other in the past is giving way to a better understanding and to a realization that each can help the other for the benefit of both.

Encouraging Response

The millennium, of course, has not yet arrived; some railroads have qualified their cooperation or withheld it entirely, and more than one historian is still inclined to regard company records as unnecessary to the writing of good transportation history or as hopelessly biased. And, as yet, no similar survey has been undertaken in respect to the Class II and III roads which have often played a part in the nation's economy far more important than their size would suggest. Nevertheless, the response of the leading carriers, and the enthusiastic reaction to that response by a special gathering of railway his-

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torians at Columbus, Ohio, this past April gives substantial ground for hoping that better railway history, and hence a wider public appreciation of the railways' role in national development, will be forthcoming.

Bad Name Is Traditional

Probably no industry has suffered more from the actual and alleged sins of its past than the railroads. Inevitably a "big business" and hence suspected as such, it is still associated in the minds of many with the reckless financing of Fisk, Cooke, and Mellen; with the tyrannies of Gould, Huntington, and Baer; and with the endless deals, swindles, and failures of an earlier day. Indeed, so often have these stories been repeated and retold in spectacular fashion that they have been widely accepted at face value and, what is worse, frequently regarded as the "whole story."

This is obviously a millstone around the collective necks of the railroads for it means that a substantial segment of the public is so strongly indoctrinated with the seamy aspects of the past that it is apathetic if not actually hostile to the industry's current pleas for understanding and support. Streamlined trains, earnest if gradual efforts to provide "super" service, and pledges of better times to come are helping, of course, to stamp out the old legends. But prejudices ingrained since childhood die hard, and, when the new dispensation makes one slip, the hard-won patron is all too likely to mutter, "the same old public-be-damned attitude," and to remember that the phrase is said to have originated in a railroad office. Scientific surveys today prove conclusively that poor treatment, though not typical, is recalled long after a dozen satisfactory services are forgotten; one reason for this may be that the public—or a large part of it—automatically expects the worst. Why? Because what it remembers about railroads makes that expectation logical.

This situation not only poses a business problem for the industry; it is a matter of deep concern to historians as well, because historians familiar with the industry realize fully as well as active railroaders that the "big bad wolf legend"—even if it were true as stated—represents but one small portion of the broad story of railways in American history. It may indeed be flatly asserted that the positive achievements of the industry have had a greater and more continuous effect on the every day life of the average American over the past century than those of any form of business enterprise. The mere completion of the nation's rail network led to the establishment of cities, territories, and states; created a national market, transformed vacant unproductive areas into wealth-producing, tax-paying communities, and bound the nation together politically and socially.

Omitted Achievements

First the colonization and then the agricultural and industrial development programs of the major systems have determined the cultural and occupational complexion of entire regions. The scientific advances and purchasing needs of the railways have brought new industries into being. Their experience in corporate organization and financing as well as their response to government regulations have provided patterns for younger businesses throughout the nation. Their service has dictated commercial and travel habits, and made it possible to wage total war as well as to look forward to a balanced, active economy of peace. Yet what does the "legend" say of these herculean accomplishments? Very little, for so anxious have the story-tellers been to write a spectacular tale that they have too often obscured the true significance of the rails by a smoke screen of muckraking revelations.

The historian, it should be quickly added, can in no sense act as an apologist for the railways either as to their past or present. He is, in fact, an apologist for no one; his professional duty is to reveal the truth on the basis of all the information he can find, to interpret it in the light of all relevant circumstances, and to assess its significance in relation to the entire national development. But it is, I think, safe

to say that every intellectually honest historian who has probed at all into the facts of railway history and has also read what has been said about that history has been forcibly struck by the inadequacy and inaccuracy of the popular and best-known interpretations. Hence, quite apart from his personal friendliness or skepticism toward the industry, he is seriously interested in telling the railways' story fully and accurately.

Thus, although the reasons for their interest and action may differ, both railroaders and historians share the single objective of "setting the record straight." And, especially during the past decade, it has become increasingly apparent to each group that their different motives need provide no obstacle to effective collaboration toward a common goal. In fact, it would seem that without working together, it may be impossible for either group to reach the goal alone.

What Is Railroad History?

Just what is railroad history; what is involved in "setting the record straight"? What questions does the railway historian try to answer and what material must he use? In general terms, the job of the railway historian is to reveal the role of railways in respect to the whole development of the nation. It is his task to winnow out the facts pertinent to railway history, to correlate them with each other and attendant circumstances, to trace their effect down through time, and to evaluate their significance. Obviously, his first job is to familiarize himself with trains, tracks and travel—in other words the physical plant and transportation services that constitute the tangible and visible aspects of railroading. The historian of railroads has barely begun his labors when he has absorbed enough about these matters to write intelligently about them.

Why over the past 120 years or so have railways been built? Did a particular line originate because of the rivalry of Eastern seaboard cities to provide short cuts over existing routes, to tap the Mississippi valley, to open landlocked areas, to serve some otherwise inaccessible natural resources, to serve military needs, or were there some other special reasons? Quite probably there was some combination of the foregoing; but what combination? How was the road financed: by local subscription, Eastern or foreign capital, state or national government, or some or all of these means? Who built the line? What sort of people worked on it? These are but some of the required "whys."

What about the effect of railways over twelve decades? Where, when, and to

what extent have they led to the development of farming areas and cities or, conversely, to the draining off of population and the consequent decline of less strategic regions? What has their effect been on the growth of big business, on the long- and short-term capital markets, on business cycles, and on financing procedures? How have they affected the law in respect to trusts and corporations, liability, taxation, and so on? Where do they fit into the ever-changing relationship between business and government? What has their contribution been to our successful war efforts? What role have they played in labor history?

How remunerative have they been to their owners and to what extent have they altered people's habits and outlooks? To what extent has any particular line under consideration been typical or exceptional in these respects? These again are but some of the required points that must be considered, but perhaps they suggest how important it is for the railway historian to keep constantly aware of the complexities and infinite implications of this field. Only if he considers the railway he is studying in its proper chronological and environmental frame can he hope to reveal its significance, and only if railways as a whole are so revealed to the reading public can their role in the development of the nation be adequately assessed.

The materials for writing railway history are voluminous and scattered. Of prime importance are the railway company archives themselves, for they contain not only the indispensable statistics and books of account, but also the minutes, letters, and memoranda which indicate or reflect the decisions of top management and the implementation of these decisions throughout the organization. They reveal furthermore the effect of attendant circumstances on the railway, at least as these effects were recognized by the company, and they illuminate the dynamic and complex nature of the living organization.

Essential as the company records are, however, they cannot be used alone. Of varying importance are the letters, newspapers, reminiscences, and other accounts of the people and communities affected by the railways but not officially connected with them. Similarly, government reports at the local, state, and national levels, and particularly those of the regulatory commissions, must be carefully considered. It is essential to remember also that all types of this material contain a wide diversity of viewpoint and, hence, all of it must be used critically. In addition, of course, the historian must consult existing monographs and secondary works as well as pertinent statistical information to round out his picture.

There is, of course, nothing new about

a historian writing a book about a railroad. The romance of railroading has, from the very beginning, attracted the professional chronicler, though early accounts were as often concerned with spectacular wrecks and disasters as with the more permanent and significant aspects of railroading. Generally speaking, for the first half century after 1830, railway "history" was primarily anecdotal or romantic. But the completion of the great transcontinentals and the emergence of railroading as "big business" stimulated such classics as E. V. Smalley's *Northern Pacific* and the books of A. T. Hadley, followed, after the turn of the century, by such standard works as Lewis H. Haney's studies of the railways and Congress, E. H. Mott's *From the Lakes to the Ocean*, U. B. Phillips' *Transportation in the Eastern Cotton Belt*, Frederick Merk's railway chapters in his *Economic History of Wisconsin*, Caroline MacGill's *History of Transportation in 1860*, chapters by Frederick Jackson Turner, articles by Frederic Paxson, and other special studies. These pioneering "scientific" histories suggested the complex and significant role railways were playing in our nation development. Nor did they, with the possible exception of Smalley, seek to gloss over the errors of the roads. Yet they reached far fewer readers (and even fewer writers of textbooks) than the more spectacular attacks on the railroads which ranged from the powerful *Chapters of Erie* by Charles Francis Adams and the scholarly account of the Northern Securities decision by Balthasar Meyer to the outright muckraking articles that culminated in Mathew Josephson's partisan *Robber Barons* and Gustavus Meyer's hopelessly blind *Great American Fortunes*.

Detractors Accepted

Unfortunately, the aberrations of a few latter-day "geniuses" in the industry, such as Mellen and the Van Sweringens, lent just enough color to the extravagant charges of the rabid detractors to gain them popular acceptance. Nor did the railways themselves in the quarter-century 1907-32 make much effort to provide striking evidence of financial stability or improved service. They certainly did little to make available the record of their positive achievements, either past or current. At any rate, during that period both the public and the writers of textbooks seemed inclined to believe the worst, if one may judge from the mass of presumably "objective" books and articles of a serious nature turned out during that time.

It was, perhaps, the combination of a depression that called for any method to derive public support, the fear of competition from other forms of trans-

portation, the specter of government ownership, the genuine pride in the railways' modernization program, and the constructive imagination of a few executives that brought about a change of heart in the industry as evidenced in the mid-1930's by revolutionary improvement in service, better publicity, and a new willingness to accept fresh ideas.

Simultaneously, the yeoman work of an articulate spokesman like Robert S. Henry, of friendly commentators like Edward Hungerford and Lucius Beebe, and of serious scholars like Paul W. Gates and James B. Hedges again served to draw the attention of the public and of historians in particular to the more positive and significant accomplishments of the railways. In the depths of the depression, for example, the Illinois Central made available its Land Department records to Paul W. Gates and in due course the Harvard University Press published his *Illinois Central Railroad and Its Colonization Work*. Here it was demonstrated conclusively that the generally accepted notion of railway land grants as an unmitigated evil required substantial revision.

Burlington Precedent

In 1936 the Burlington broke all precedent by sending its Land Department records to the Baker Library at the Harvard Graduate School of Business Administration for investigation with no strings attached. The result was a second monograph, *Burlington West*, which confirmed Gates' conclusion and highlighted an almost forgotten phase of the railway's contribution to the community. These volumes revived the interest of historians in railway land policy to such an extent that in the spring of 1946 an entire session of the Mississippi Valley Historical Association was devoted to a re-evaluation of the problem. Dr. Charles S. Morgan of the Interstate Commerce Commission, Colonel Robert S. Henry of the Association of American Railroads, and Dr. David M. Ellis of Hamilton College presented various new viewpoints and some 80 historians, including the authors of several leading textbooks in economic history, participated in the discussion. Healthy disagreement still exists on a number of pertinent phases of this issue, but many of the inaccurate misapprehensions have been exposed and discarded. Furthermore, two scholars are now completing additional full length studies of the Hannibal & St. Joseph and of the Santa Fe grants, and in time other monographs concerning land grants will most certainly be undertaken.

This fruitful examination of railway land grants is one of the best examples of collective collaboration between railways and qualified historians and is added proof of the revived interest in

the general field. Further evidence of the latter is easily found by reference to some of the more outstanding publications of the last ten or fifteen years. The 1930's, for example, witnessed the appearance of William Way's study of the Clinchfield; Stuart Daggett's historical analysis of consolidation west of the Mississippi river; Frank Hargrave's account of the Monon; Glenn C. Quiett's *They Built the West*; Festus Summer's *The Baltimore & Ohio in the Civil War*; and I. L. Sharfman's *Interstate Commerce Commission*. The last-named, although primarily an economic and legal study, presented the best available historical description of the growth of the commission and its regulatory procedures. An even wider variety of approach and interest was represented by the "Bulletins" of the Railway & Locomotive Historical Society. "Railroad Magazine," although handicapped by its pulp format, steadily improved the quality of its historical articles, and in the fall of 1940 the accurately written and well presented "Trains" magazine first appeared on the newsstands.

Meanwhile a number of railroads themselves signalized various anniversaries and the improvement of their service by sponsoring "official" histories or historical pamphlets. Many of these books stood on their own feet as pieces of historical literature and practically all of them were based on direct access to company archives. Edward Hungerford's *Men of Erie*, regarded by many as the best piece of work ever produced by this prolific author, is one recent outstanding example of this type of collaborative effort. Similarly, Alvin Harlow's study of the New York Central, although not directly sponsored by the railroad, was produced only after close cooperation with its officials and access to its files. Certain other volumes in this "official" category have been of inferior quality but, fortunately, they have been in a dwindling minority. There is always the question in the mind of the professional historian as to whether an "officially" sponsored book can claim real objectivity. Many of them cannot, but if a company is willing to allow the qualified historian to use whatever he finds, there is no reason why the resulting book should not qualify as sound and objective history.

A final indication of the revival of interest in railway history has been the time and energy devoted specifically by historians to the subject. During the last decade economists and historians alike have frequently assigned sessions of their learned-society meetings to transportation and in May, 1942, the "Lexington Group," composed exclusively of railway historians, was formed. This took place when nine historians attending a gathering of the Mississippi

Valley Historical Association in Lexington, Ky., decided to exchange names, addresses, and information concerning railway history. Encouraged by the officers of the Mississippi Valley Historical Association, this group has met with that association annually ever since and, in addition, has held sessions jointly with the American Historical Association and the Economic History Association. There are no dues, no officers; the only requisite for membership is an active interest in railway history.

By gradual accretion the "organization" has acquired 133 members residing in thirty states, the District of Columbia, and two Provinces of Canada. Of these, 75 are professional historians, 22 archivists or librarians, and the balance railway officers; journalists, business men, and so on. At the moment nearly a third of this group is carrying on active research in railway history. Each member is in touch with his colleagues, with the result that he is constantly informed of new sources of material and has the benefit of a wide range of useful criticism. Furthermore, a list of members now engaged in research and the titles of their studies has been forwarded to all Class I roads who responded to the "inquiry" mentioned above.

For more than a year the group has been preparing a bibliography of secondary works on railway history. Members have submitted hundreds of titles and many more have been secured from the completed "inquiries" recently returned by the Class I roads. It is hoped that this bibliography will be ready before the end of 1947; the Association of American Railroads has offered the mimeograph and distribute it throughout the country and distribute it throughout the country to individuals, railways, universities and schools, and libraries.

Origin of the Inquiry

As indicated in the opening paragraphs of this article, the "inquiry" concerning the historical publications and source records of Class I roads was launched on December 11, 1946. The step was taken only after long deliberation because it was realized that an unfavorable response from the industry would divert and discourage historians from entering the field, and that the possible reluctance of scholars to respond to such responses as were made might cool the interest of the industry to further collaboration. Nevertheless, a realization of the reviving interest on the part of both the industry and historians in railway history during the last ten or fifteen years seemed to indicate that the time was ripe for launching the project.

The first task was to secure broad

sponsorship. The American Historical Association had appointed in 1945 a committee to investigate source records and had named a special subcommittee to determine the availability of business records in particular. This subcommittee and a similar one formed by the Economic History Association lent their prompt support. Similarly, the Committee on Research in Economic History, established by the Social Science Research Council in 1940, as well as the Research Policy Committee of the Newcomen Society became sponsors. The New York Committee on Business Records, an independent organization formed in 1942 to preserve records that would prove essential for an eventual historical analysis of the participating businesses, as well as the veteran Railway & Locomotive Historical Society added their weight. These six organizations, together with the Lexington Group, constituted the Cooperating Groups in Railway History under whose name the inquiry was sent out.

The Final Question

On the assumption that final decision on each railway would eventually be made by the president, a personal letter covering the inquiry as well as information concerning the cooperating groups were sent to the chief executive of each Class I road. The letter itself briefly summarized the growing interest "of both the railway industry and economic historians in presenting fully and fairly the story of the development of railroads in American economy." Reference was made to the fruitful results of collaboration and it was suggested that "much of the public's lack of precise information about the growth of the railroads and the public's indifference to current railroad problems stem from a lack of accurate background knowledge." As the first step in correcting this situation, each president was asked to have the enclosed inquiry form completed and returned to the secretary of the cooperating groups.

The inquiry itself was divided into two principal parts. The first, dealing with secondary material, asked for titles of published books and articles and the names of the officers from whom company publications and annual reports might be obtained. The second portion, dealing with source materials, asked for the period of time covered by the corporate records, their location, their nature, their organization, their bulk, and what plans if any, the company had for cataloguing them or depositing them where they would be available for research. The final and most important question read as follows: "Are you willing to have trained historians who are carrying on serious research in this

field apply for access to your source records?" If the company answered in the affirmative it was requested that they indicate the name and title of the officer to whom such application should be made.

The response to this inquiry exceeded even the expectations of its sponsors. As of April 10, 1947, responding companies represented over 80 per cent of the route-mileage in Canada and the United States. The responses included over 600 secondary titles, and all but one of the railroads completing the inquiry indicated willingness to permit qualified historians to apply for access to their source records. Occasionally the affirmative answer to this all-important question was qualified, but only in respect to procedural details. For example, one road indicated that "to protect itself against the superficial and partial so-called historical analyses of business history written by propagandists to prove some preconception, the railroad would reserve the

right to investigate the qualifications of any historian making application for access to our historical records."

Prospects Are Favorable

The record justifies the assertion that the majority of leading railways, as well as the majority of economic and business historians, are thoroughly aware of the significance of railway history and are disposed to cooperate with each other to facilitate and encourage sound research and writing in the field. Company archives are not, of course, the only source of information, but no complete history can be written without access to them; for that reason the response to the recent inquiry to Class I roads represents the latest of many long strides forward. It is to be hoped and expected that active collaboration between the railroader and the scholar will grow as current efforts demonstrate its benefit to both groups.

Creditors' Equities Preserved as Cotton Belt Bankruptcy Ends

THE 1,575-mi. St. Louis Southwestern emerged intact July 24 from its 11-yr. 7-mo. bankruptcy. The road was returned to its stockholders after a voluntary readjustment of its financial structure.

Court sanction was in response to a petition filed by Berryman Henwood, trustee, with the U. S. district court at St. Louis, Mo., early in May, seeking to dismiss reorganization proceedings which were approved by the Interstate Commerce Commission and upheld by the U. S. circuit court of appeals at St. Louis last August. That plan would have wiped out the entire issues of preferred and common stocks.

Mr. Henwood's petition and substitute plan were based on the obvious ability of the Cotton Belt to pay off all of its matured liabilities, principal and interest, from funds accumulated during its bankruptcy, and the likelihood that it could sustain the charges under the plan of voluntary readjustment.

When the road was restored to its stockholders on July 24, \$18,500,000 in cash was paid to its creditors, and three groups of mortgage bonds were retired. Under the new capitalization, funded debt is reduced about \$12,000,000 and fixed charges are 36 per cent less than those applicable prior to the bankruptcy.

During its long period of legal in-

St. Louis Southwestern
Operating Results and Net Income During Period of Bankruptcy

	Total Operating Revenue	Total Operating Expenses	Operating Ratio	Net Railway Operating Income	Net Income*
1935.....	\$15,737,484	\$10,735,734	68.2	\$ 2,644,318	\$ 455,195
1936.....	19,363,508	13,199,345	68.2	3,271,248	48,942
1937.....	21,115,983	15,854,525	75.1	2,227,179	944,163
1938.....	18,492,202	13,564,474	73.4	2,020,021	926,877
1939.....	19,609,965	15,597,771	79.5	1,142,599	2,018,321
1940.....	20,642,003	14,958,176	72.5	2,795,591	248,758
1941.....	28,256,047	17,526,197	62.0	7,495,071	4,472,048
1942.....	48,714,198	23,314,307	47.9	8,615,365	5,673,577
1943.....	64,378,914	29,895,565	46.4	10,677,148	7,543,273
1944.....	72,586,941	33,222,783	45.8	10,807,120	8,119,085
1945.....	65,013,442	37,283,255	57.3	6,569,649	3,993,006
1946.....	46,646,703	32,640,970	69.9	7,332,181	4,665,669
1947†.....	52,647,907	31,336,358	59.5	11,000,928	8,377,077

* Deficits in italics.

† Estimated, based on actual operating results for first 5 mo.

solvency, dating from December 12, 1935, the Cotton Belt's annual gross revenues rose from \$15,700,000 in 1935 to a peak of \$72,500,000 in 1944. In the first postwar year of 1946, gross revenues amounted to \$47,022,733. Physical improvements accomplished during that 11½-yr. period included rehabilitation of track by the installation of 665 mi. of heavier rail, increased traffic capacity by the installation of 191-mi. of centralized traffic control,

and modernization of motive power by the addition of five road freight Diesel-electric locomotives, 23 Diesel switchers, and 22 modern steam locomotives of the 4-8-2 and 4-8-4 types. These plant improvements, together with skillful operating technique, enabled the Cotton Belt efficiently and expeditiously to handle wartime traffic which raised its traffic density from 3,489 net ton-miles per mile of road per day during 1940 to 11,173 during 1945.

which the brotherhood chose to ignore, maintaining that the case had already been before an emergency board in 1945 and that they had no legal obligation to further delay the strike because of appointment of the new board.

A Typical Demand

Typical of the demands and their final settlement is the request for a rule governing the operation of steam locomotives on ascending grades through tunnels. The brotherhood originally demanded that they be equipped with suitable respirators and smoke stack deflectors; that not more than two helper engines be used on each train, and that tonnage be not more than would permit a minimum speed of 20 m.p.h. On July 12, 1945, the emergency board recommended against adoption of this rule. The brotherhood projected the demand and carried it on its January 6, 1947, strike ballot. In its letter to the mediator on July 16, 1947, the company proposed that settlement be made by a compromise agreement providing that respirators would be provided in six specific tunnel districts and that smoke deflectors be used in these territories so far as the requirements of the service would permit. It should be noted that respirators were already in general use, although their provision was not specifically incorporated in the existing agreement. The company further agreed to space helper engines in these districts so as to meet local requirements, the matter to be handled by the superintendents with the local chairman. No offer was made to restrict tonnage so that 20 m.p.h. could be maintained, or to restrict the number of helper engines to two. The final disposition agreed upon was identical to that offered by the railroad through the mediator July 16, except that a seventh tunnel district was added.

Strike Tactics Net S. P. Engineers Small Gain Over Mediation

THE brief show of force staged by the Brotherhood of Locomotive Engineers in its 6½-hr. Southern Pacific strike July 21 brought about substantially the same settlement which the union could have had peacefully five days earlier, if it had accepted the company's proposals offered through a federal mediator. Of the proposals to settle the 19 issues which brought on the strike, five, in the final settlement, were accepted in full or with clarifications, nine were accepted with modifications favorable to the company, one was withheld for a one-year trial period, and four, including the increased minimum day, were rejected in full. Remaining unsettled are 481 items shown on the engineers' strike ballot, involving, in most cases, interpretation of the application of existing rules and agreements in specific instances. P. O. Peterson, general chairman of the Brotherhood of Locomotive Engineers, according to the unions' newspaper Labor, said before his death that the strike has not been called off for good, but "is postponed pending results of continued negotiations upon the other points."

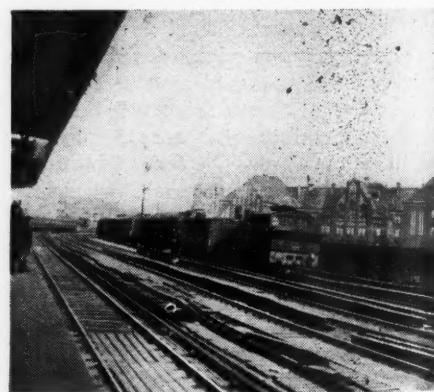
Seven Years' Controversy

The strike was the culmination of nearly seven years of dispute over highly controversial demands by the Brotherhood of Locomotive Engineers for the adoption of rules more favorable to its members. When, in 1945, the engineers found they were unable to win their demands by negotiations on the property, they rejected arbitration and resorted to the strike vote so as to invoke the services of an emergency board, as provided for by the Railway Labor Act. President Roosevelt appointed this board in April, 1945. On

it were James H. Wolfe, justice of the Supreme Court of Iowa, Gordon S. Watkins, professor of economics, University of California, and A. G. Crane, former president of Wyoming State University. This board rendered its report on July 12, 1945, covering the 26 rule change requests which were before it, along with a demand for an increased minimum day. The board recommended adoption of four rule changes as presented by the brotherhood, and adoption of three additional rules with modifications. It recommended renewal of one of the demands after a return to normal peacetime operations, and flatly recommended against adoption of the 18 remaining demands. The board also recommended against the adoption of the increased minimum day, without prejudice to reapplication after the "duration" or when the "little steel formula" might be modified.

B. of L. E. Renews Demands

The brotherhood then demanded that the company make effective not only those rules recommended by the board, but all the other demands as well. No actual settlement was effected on the property, and, on January 6, 1947, the brotherhood issued a strike ballot on which it renewed 19 of its demands. Of these, 14 were those formerly not recommended by the board and two were renewed with slight "tempering." On May 28, the National Mediation Board took jurisdiction, requesting the labor organization to postpone its strike indefinitely. On July 16 representatives of the brotherhood refused to accept an offer of the company submitted through Federal Mediator Thomas E. Bickers and called the strike for 6 p.m. of July 21. On that date, President Truman selected an emergency board,



Transfer run on the Berlin Ring Railway (Ringbahn) in the Russian occupation zone of the German capital



Three road-switchers coupled together (3,000 hp. in all) are assigned a tonnage rating of 6,000 tons between Dothan, Ala., and Cottondale, Fla., and 4,500 tons between the latter point and Panama City, Fla.

Progressive Short Line Rejuvenated

Atlanta & Saint Andrews Bay, after doing yeoman work during the war, plans for future traffic

THE Atlanta & Saint Andrews Bay, popularly known as the Bay Line, handled 68,000 tank cars loaded with "symbol" oil during the last 13 months of the war. In addition, this 82-mi. line handled large quantities of other war material through the port of Panama City, Fla., and to the military installations situated along its line. Characteristically, however, the management of the progressive short line has not rested upon its laurels, but has rebuilt the entire railway to take care of the postwar traffic which its intelligent and aggressive policies are expected to bring it.

Originally a Lumber Line

The Bay Line serves the port of Panama City in northwestern Florida which two decades ago was only a small fishing town. By 1940, its population had grown to 12,000. It now has a population of about 30,000. There are located at Panama City, local to the A. & St. A. B., a large paper mill and other industries, such as a large chemical plant and marine oil terminals. From this port the road extends northward 82 mi. to Dothan, Ala., where connections for the north are made with the Central of Georgia and the Atlantic Coast Line. At Cottondale, Fla., 50 mi. north of Panama City, it also has a connection with the Louisville & Nashville, on that railway's line between New Orleans and Jacksonville in connection with the Seaboard Air Line.

The reason for its handling so much oil in symbol trains during the war was that the inland waterway route from Texas ended at Lynn Haven, Fla., a suburb of Panama City, to which point the oil was brought in tank barges for rail movement beyond.

The Bay Line was built originally for handling the timber which then abounded in the area it traverses. Like most such railways, its location was not of the best and it had many timber structures, such as long trestles. As a matter of fact, when the present management took over some 15 years ago, it found a considerable mileage of three per cent grades—incredible as that may seem in flat Florida, where the highest elevation is only a few hundred feet above sea level. However, the builders of the line had found one of the highest spots in Florida—at Ridgetop, 39 mi. north of Panama City—and had built the railway over it. The first concern of the new management was to reduce the grades and it had, fortunately, succeeded in reducing the maximum grade to 1.5 per cent before the war began. Even so, under steam locomotive operation, there was a pusher grade of 13 mi. over the hump at Ridgetop and trains in both directions required helper service.

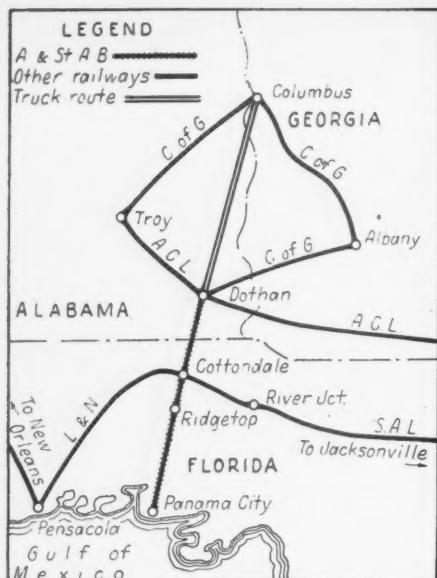
In the late Thirties, the management made a study of Diesel-electric locomotives, but could not then find a design which would serve its purpose. The Diesel switcher of the time was held not suitable for road service and Diesel

road locomotives were designed for passenger service. To bridge this gap, J. A. Streyer, president of the Bay Line, consulted with the General Electric and American Locomotive companies with a view to having them construct a Diesel unit that could perform both switching and road work economically—including the 13-mi. grade in the middle of the railroad.

Use of Diesels

After a survey by the two companies, the "road-switcher" Diesel was decided upon, and the first unit of this type of motive power was tested on the A. & St. A. B. before the war. The unit proved successful and subsequently two more such units were purchased. Since then it has gained popularity for use on many other railroads. On the Bay Line the road-switcher is used in yard work and, when three units are coupled together, for handling freight trains of 80 to 90 cars between Panama City and Dothan, without helper service on the 13-mi. grade. This is said to be the first operation of road freight Diesel locomotives in the country.

When the war began, however, the three Diesel road-switchers on the Bay Line, being among the few of their kind in the country, were appropriated by the government. All of them were shipped to Iran and operated on the important railway line there run by United States troops of the Military Railway Service.



The "Bay Line" has prepared for heavy postwar traffic

Very shortly, however, it became apparent that the Bay Line was to play an important role in war transportation, handling as many as 12 to 14 trains a day of oil and other material important to the war. That it might do this, the War Production Board permitted the management to purchase additional Diesel power. As a result, the Bay Line now owns two Diesel switchers and eight Diesel road-switchers, each of 1,000 hp. and all manufactured by the American Locomotive Company. This has permitted the complete Dieselization of all switching and road freight service on the railway.

Since the present management took over, a continuous program of track improvement has been carried out. However, when the heavy traffic brought on by the war had to be handled the line was still equipped with 70-lb. rail, which, though well-maintained, was old and hardly suited for the pounding it was required to take. No new rail was then available and the traffic was handled without delays due to broken rails and derailments only by constant vigilance. During the war, every inch of the rail was inspected at least six times a day, and frequently more often, by roadmasters, supervisors and the chief engineer, as well as by the operating officers.

Beginning in 1944, the entire road was relaid with new 90-lb. rail, a job which was completed early in 1946. Since the line did not have extra-gang labor available for such work because it does not ordinarily need such labor, the rail-laying was done under contract by the Royce Kershaw Company of Montgomery, Ala. Coincident with the rail laying, the entire line was rebalasted with slag ballast—obtained from the Birmingham (Ala.) mines—to a

minimum depth of eight inches below the bottoms of the ties. In recent years, also, nine miles of open-deck wooden trestles have been eliminated, having been replaced by concrete arches in some instances, culverts and fills in others, and ballast-deck trestles in still other cases.

The track improvement program was completed in April, 1946, when the last of the new 90-lb. rail was laid. On the program for 1947 is the construction of a new shop building at Panama City for the repair and maintenance of Diesel locomotives.

Improved Operating Methods

As a result of these improvements, more efficient operating methods have been made possible. The tonnage rating for three units of the road-switchers coupled together (3,000 hp. in all) is 6,000 tons between Dothan and Cottondale and 4,500 tons between Cottondale and Panama City, the climb over Ridge-top being encountered between the latter two points. Under present traffic conditions, two freight trains of 80 to 90 cars each are normally operated in each direction between Dothan and Panama City, with an extra run between Panama City and Cottondale to pick up the set-out tonnage at the latter point when the traffic is heavy enough to justify such operation.

The three Diesel units on each train make a turn-around run daily between Panama City and Dothan, 164 mi., during the night, and perform switching service at both points when not in road service. Thus, these units average some 6,000 mi. per month in road freight service, in addition to the switching service they perform.

They make the run in each direction in from three to three and one-half hours and the round trip in between eight and nine hours. The train sheet for February 18, 1947, for example, showed these units leaving Panama City at 7 p.m., arriving at Dothan at 10:10 p.m.; out of Dothan on the return trip at 11:30 p.m., and arriving at Panama City at 2:43 a.m., which is a typical run.

To take care of picking up cars at intermediate stations, the first train out of Panama City in the evening handles such pick-up service northbound, while the second train runs through. On the southbound trip, the first train and its crew run through, while the second train and crew perform the pick-up service.

To eliminate frequent stops to load or unload less-than-carload traffic, the Bay Line operates a highway truck subsidiary to serve local stations. This truck line extends its service beyond the line of the A. & St. A. B. and serves the area between Dothan and

Columbus, Ga., 92 mi., as well. The Bay Line formerly operated a bus subsidiary also, with rights that included operations beyond its lines between Panama City, and Pensacola, but this subsidiary was sold a few years ago.

A large source of traffic for the Bay Line is pulpwood into the paper mills at Panama City and paper and pulp-board out of these mills. A large amount of material for fertilizer, as well as petroleum and petroleum products, is handled through the port at Panama City. In addition, there is a large area producing tung oil along its line. The management has been alert to the possibilities of securing new industries in the area it serves.

The railway operates a passenger train in each direction daily between Dothan and Panama City. This train carries a through sleeper between Atlanta, Ga., and Panama City, which, since its inauguration in October, 1946, has been doing a satisfactory and steadily increasing business. The road issues an attractive, illustrated passenger timetable and has been successful in attracting a profitable passenger business. For both passenger and freight business the road has a slogan: "The Public Is Our Boss."

With all freight service on the railway Dieselized, an order was placed in February with the Electro-Motive Division of General Motors Corporation for a Diesel passenger locomotive. When this is received, no more steam power will be used on the A. & St. A. B.



The entire 82-mi. line has been laid with new 90-lb. rail

GENERAL NEWS

Agree to Arbitrate Non-ops' Demands

Unions and railroads are bound
to accept decision of
six-man board

Selection of a 6-man arbitration board to decide the wage dispute between the railroads and the 17 brotherhoods representing the non-operating employees was completed July 28 after the respective disputants had failed to come to terms in sessions with the National Mediation Board and had agreed upon arbitration.

The carriers chose as their representative Henry A. Scandrett, retired president of the Chicago, Milwaukee, St. Paul & Pacific, and J. Carter Fort, vice-president and general counsel of the Association of American Railroads. For their representatives, the brotherhoods chose George M. Harrison, president of the Brotherhood of Railway & Steamship Clerks, Freight Handlers, Express & Station Employees, and George Wright, vice-president of the International Brotherhood of Firemen, Oilers, Roundhouse & Railway Shop Laborers. The two "public" members of the board, selected jointly by the carriers and the unions, are Dr. Robert D. Calkins, vice-president and director, General Education Board, New York, formerly dean of the school of business administration, Columbia University, and Dr. William M. Leiserson, former chairman of the National Labor Relations Board and of the National Mediation Board, Washington, D. C.

The board will begin hearings in Chicago on August 4. Its decision in the case, which involves a demand for a 20-cent hourly increase for more than a million non-operating employees, will be binding on both parties. The carriers estimate that the brotherhoods' demand would increase their annual wage and payroll tax costs by \$568,000,000.

The agreement to arbitrate was reached with the assistance of Frank P. Douglass and Francis A. O'Neill, Jr., members of the National Mediation Board, who began negotiation of the dispute on June 18 as a part of Railway Labor Act procedure in such cases.

Escalators for Kansas City Union Station

Formal dedication ceremonies and a special breakfast for 150 charter members of the "Escalator Club of Kansas City" placed in service the first two of eight escalators under construction at the Kansas City, Mo., Union Station on July 29. The breakfast, which preceded the ceremony, was served

by Fred Harvey in the Westport room of the station to a group of railroad executives, city officials, newspaper men and civic leaders,—guests of President B. J. Duffy, of the Kansas City Terminal—for whom a special souvenir menu was prepared. Aims and objects of the Escalator Club are "To advocate, encourage and abet the frequent and extensive use of Union Station escalators for the purpose of riding passenger trains in and out of Kansas City."

The eight escalators are located on the east side of the east midway—one for each station platform. Escalators have treads 3 ft. wide, with 4 ft. between handrails; have a vertical lift of 23½ ft.; and will travel at a speed of 90 ft. per min. The escalators are the latest designed by the Otis Elevator Company and cost approximately \$580,000. An unusual feature of the installation is the provision of specially-designed trucks, carrying eight to ten pieces of hand baggage, which will ride the escalators, and avoid delays caused heretofore in the movement of baggage by elevator at the end of the train platform.

Mop Road Gets Safety Award

The Missouri-Illinois, an affiliate of the Missouri Pacific, has been announced as the winning railroad in Group E in the Railroad Employees' National Safety Contest, by the National Safety Council. The announcement results from a correction in the basic data used to compute the relative performances of railroads of various sizes with respect to accidents involving employees whereby the Missouri-Illinois replaces the Texas-Mexican as top road in Group E. The original announcement of winners of all groups in the contest appeared in *Railway Age* of May 24, page 1087.

Shippers Board Asks 100% Car Supply

A capacity attendance of shippers at the 81st regular session of the Northwest Shippers Advisory Board at Billings, Mont., on July 24, passed a resolution that the Interstate Commerce Commission and the Association of American Railroads be urged to maintain a car supply on northwestern railroads equivalent to 100 per cent of ownership to handle the impending livestock and grain movements in that region, from August 1 until the close of navigation on the Great Lakes, and that, thereafter, the northwest maintain on line 90 per cent of ownership. The shippers also decided to urge the I.C.C. to delay the issuance of service orders until affected shippers could give consideration thereto. A feature of the meeting was the entertainment of 75 out-state shipper visitors at a special dinner by the Billings Traffic Bureau.

Congress Left Much Unfinished Business

No final action on Bulwinkle
or Reed bills or Crosser
Act amendments

The first session of the 80th Congress adjourned early Sunday morning, July 27, leaving as unfinished business such pending legislation as the Reed-Bulwinkle bill to stay the operation of anti-trust laws with respect to carrier rate-making procedures and other joint actions approved by the Interstate Commerce Commission, the Reed bill to set up procedures for readjustment of railroad financial structures with provisions making such procedures applicable to railroads undergoing reorganization as well as to roads not yet in the hands of the courts, and the Howell-Hawkes bill to strike from the Railroad Unemployment Insurance Act the sickness and maternity benefits added by the Crosser Act and to put the unemployment insurance taxes on a sliding-scale basis. Since it will be the same Congress which reassembles next January (or earlier if a special session is called), all pending legislation remains alive and retains its present status.

O. D. T. Continued—Meanwhile, there was some transport legislation enacted during the session, including that extending until February 29, 1948, the Presidential powers to allocate railroad equipment and facilities under which the Office of Defense Transportation functions. Also, O.D.T. got for that purpose an appropriation of \$400,000, the amount carried in the final version of the supplemental appropriation bill H.R.4269, in which the House had allowed the agency only \$140,000.

As noted in the *Railway Age* of July 26, page 95, the House had thus endorsed its appropriations committee's recommendation that O.D.T. "be liquidated by July 31, 1947." However, the Senate committee on appropriations recommended, and the Senate approved, an increase to \$484,000, and the compromise at \$400,000 was agreed to by the Senate-House conference committee which reconciled the differing versions of the bill. The measure is one of the several appropriation bills now awaiting action by the President.

Other legislation of the session included the Taft-Hartley Labor-Management Relations Act which affects some activities of railroad labor organizations, although employers, employees and labor relations matters subject to the Railway Labor Act are generally exempt. Also finally enacted was H.R.3861, which allows "to a successor railroad corporation the benefits of certain carry-overs of a predecessor corporation

for the purpose of certain provisions of the Internal Revenue Code"; H.R.2123, which amends the salary provisions of the Locomotive Inspection Act, giving the I.C.C. authority, subject to applicable civil service laws, to fix the compensation of the director and assistant directors of the Bureau of Locomotive Inspection; and Senate Joint Resolution 135 which extends the life of the Reconstruction Finance Corporation until July 1, 1948.

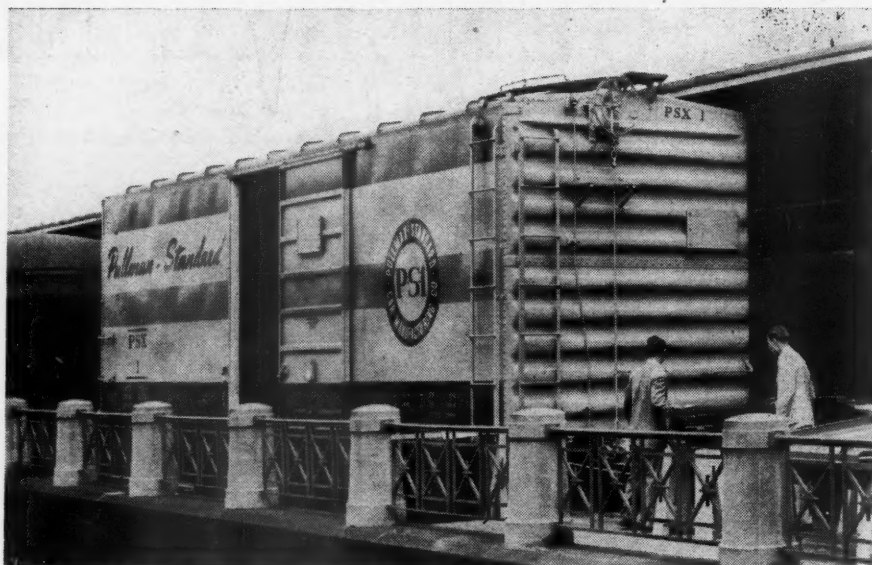
Congress also completed action on amendments to section 20a of the Interstate Commerce Act, which had been endorsed by the I.C.C., and on H.R.2311, but the latter has been disapproved by President Truman. The "memorandum of disapproval" is reported elsewhere in this issue.

House Inquiry Extended — Among other actions of interest to the railroads was the adoption by the House of a resolution authorizing its committee on interstate and foreign commerce to continue the "national transportation inquiry" begun in 1945. Actions of the Senate included its confirmations of President Truman's appointments of Richard F. Mitchell and Carroll Miller (reappointment) to the I.C.C.; Francis A. O'Neill, Jr., to the National Mediation Board; and the reappointment of Chairman William J. Kennedy of the Railroad Retirement Board. Also, the session brought the congressional investigations of freight-car shortages.

The anti-trust relief bill was left pending on the House calendar after it had passed the Senate on June 18 by a 60-to-27 vote. The Senate's action was on S.110, the measure sponsored by Senator Reed, Republican of Kansas; and the House committee on interstate and foreign commerce thereafter held hearings but did not file its favorable report with the House until July 25, the day before the final meeting of the session. That report was not on the Senate-approved S.110, but on an amended version of the similar bill (H.R.221), sponsored by Representative Bulwinkle, Democrat of North Carolina.

O'Hara vs. Bulwinkle—The committee's majority report noted that the proposed legislation has "virtually unanimous support of all those directly interested in transportation." It proceeded to argue that joint actions on the part of carriers are necessary and that the standards set out for guidance of the I.C.C. would not permit approval of agreements which would violate the Interstate Commerce Act. A minority report was filed by Representative O'Hara, Republican of Minnesota, who predicted that enactment of the bill would be "a blow to American enterprise with an ultimate tragic result to the greatest industrial country on the face of the earth."

The Reed railroad reorganization bill, H.R.3980, is sponsored by Representative Reed, Republican of Illinois, while a similar Senate bill, S.249, is sponsored by Senator Reed and Senator Myers, Democrat of Pennsylvania. H.R.3980 was reported favorably by the House committee on judiciary and S.249 by the Senate committee on interstate and foreign commerce, but prospects for action before the adjournment faded when the House committee on



Pullman-Standard's P-S-1 box car was exhibited at the Union Station, Washington, D. C., recently at the request of Col. J. Monroe Johnson, director of the Office of Defense Transportation. During the two-day exhibition, the car was viewed by members of Congress and railroad executives as well as the general public

* * *

rules failed to act on a proposed resolution providing for floor consideration of H.R. 3980. Meanwhile the Senate took no action on the House-approved "Mahaffie" bill, H.R.2298, which had been reported favorably, with amendments, from the interstate commerce committee. This bill, applying only to railroads not yet in the hands of the courts, proposes to reestablish in modified and amplified form the voluntary financial readjustment procedures of the former McLaughlin Act which expired November 1, 1945.

The Howell-Hawkes proposal to amend the Railroad Unemployment Insurance Act is embodied in H.R.3150, sponsored by Representative Howell, Republican of Illinois, and S.670, sponsored by Senator Hawkes, Republican of New Jersey. The Howell bill was reported favorably from the House committee on interstate and foreign commerce, but the proposal was sidetracked when the Senate committee on labor and public welfare postponed action on S.670 for the remainder of the session. Representative Howell, who has been a member of the House committee on interstate and foreign commerce, will not return for the next session, his appointment by President Truman to a judgeship on the United States Court of Claims having been confirmed by the Senate before adjournment.

Among other unfinished business of the Congress are pending bills to approve the St. Lawrence seaway agreement with Canada; to give the I.C.C. authority over train-operating rules, train communications systems, and track and roadbed standards; and to limit the venue in damage suits brought against the railroads. The later proposal, opposed by the railroad labor organizations, is embodied in H.R.1639, sponsored by Representative Jennings, Republican of Tennessee, and passed recently by the House.

Senate Resolution to Probe Railroad Bankruptcies

Investigation by the Senate committee on interstate and foreign commerce of the handling of railroad bankruptcies by the Interstate Commerce Commission, courts, trustees, and "all other parties in interest" is proposed in Senate Resolution 157, introduced by Senator Reed, Republican of Kansas, for himself, and Senator Myers, Democrat of Pennsylvania. The resolution was introduced on July 25 and the Senate had taken no action when adjournment of the session came the following day.

Senators Reed and Myers are among sponsors of pending legislation to set up procedures for readjustment of railroad financial structures, including provisions making such procedures applicable to railroads undergoing reorganization as well as to roads not yet in the hands of the courts. The resolution asserted, among other "whereases," that in its consideration of railroad reorganization plans, the I. C. C. "has ignored vastly changed financial conditions," and is permitting "wholly unwarranted and unnecessary forfeiture of hundreds of millions of dollars in securities."

During the same July 25 session of the Senate, Mr. Reed made a statement in answer to charges that former Senator Wheeler of Montana had picked a time when opposing senators were en route to their homes to bring up the railroad reorganization bill which was passed last year and vetoed by President Truman. Senator Reed said that the charge, which he called a "malicious falsehood," had been made by Harry C. Hagerty, "representing the Metropolitan Life Insurance Company," in a statement opposing similar legislation now pending. Mr. Reed also identified "E. W. Bourne, New York lawyer," as another "financial lobbyist" who had attacked for-

mer Senator Wheeler; and he supplemented his own comment by inserting in the Congressional Record a letter he had received from Mr. Wheeler.

To indicate that there was also lobbying in favor of the legislation, Senator Hawkes, Republican of New Jersey, inserted into the appendix to the July 28 issue of the Congressional Record statements (including a form by which contributions could be made) which he said had been sent out by Harry W. Harrison, chairman, Special Stockholders Committee, National Conference of Railroad Investors. Mr. Hawkes said that he was having the statements published "in view of the fact that the pressure on me, urging my support of S. 249, as amended by the senator from Kansas [Mr. Reed] and the senator from Pennsylvania [Mr. Myers] has been terrific."

Modification of Signaling Order Sought by C. & O.

Modification of the Interstate Commerce Commission's order of June 18 in the Docket No. 29543 proceeding wherein it required railroads to install automatic train-stop or train-control systems or automatic cab signal systems on lines over which any train is operated at a speed of 80 m.p.h. or more, is sought by the Chesapeake & Ohio in a petition filed with the commission last week. The commission's order was reported in *Railway Age* of June 21, page 1264.

The C. & O. requests modification of the order only to the extent necessary to permit it to continue to operate passenger trains at speeds up to 85 m.p.h. on portions

of its so-called Peninsula Sub-Division and Cincinnati Division without installing at a cost of \$500,000 the devices required by the commission's order. The C. & O. said that such an expenditure could be better applied to other safety-promotion projects.

According to the C. & O., the two divisions are protected by automatic block signals of the long-range color-light type, displaying three and four indications as required. It said that the signals are spaced at adequate stopping distances for the operation of trains at speeds up to 85 m.p.h. Where the signals are not so spaced, it added, an equivalent stopping distance is provided by two or more signals arranged to display restrictive indications in accordance with commission rules, standards and instructions.

Noting that it has had no passenger fatalities in 32 years, the C. & O. stated that the Peninsula and Cincinnati divisions "fit perfectly the conditions contemplated by the language of the . . . commission that 'it also may be that under other circumstances, the requirements for such additional protection should be modified.'" In the latter connection, it said that the commission has recognized that train speeds alone do not afford an "adequate yardstick" of the protection required on specific lines of railroad.

Emergency Board Report

The White House has made public the report of the emergency board which was appointed by President Truman to investigate a dispute between the Bingham & Garfield and employees represented by the

Brotherhood of Locomotive Firemen & Enginemen and the Order of Railway Conductors. The road, owned by the Kennecott Copper Corporation, has served a mine of that company at Bingham, Utah; and the dispute arose over the construction there of the so-called Copperton Line, a plant-facility railroad, which will replace the B. & G., a common carrier.

The issues thus involve the rights of B. & G. employees under their existing contracts and the future application of the Railroad Retirement and Railroad Unemployment Insurance acts, the Fair Labor Standards Act, and the Railway Labor Act to the plant-facility operation. The board recommended that the parties negotiate a contract to provide generally that employees transferred will be in no worse position with respect to rates of pay, retirement and unemployment benefits, and seniority. The recommended contract would also provide compensation for employees laid off and for continued recognition of the brotherhoods as collective-bargaining agencies for the employees involved. Members of the board were Chairman H. Nathan Swaim, George E. Bushnell, and Joseph L. Miller.

Eastern L.C.L. Case Will Be Heard Next Month

The petition wherein Official-Territory railroads are seeking authority to increase rates on l.c.l. and any-quantity traffic has been assigned by the Interstate Commerce Commission for hearing at Washington, D. C., next month — "immediately upon the close of the hearing in Ex Parte No. 166," but "not prior to September 16." The hearing in Ex Parte 166, which is the general freight-rate-increase proceeding, is scheduled to open September 9.

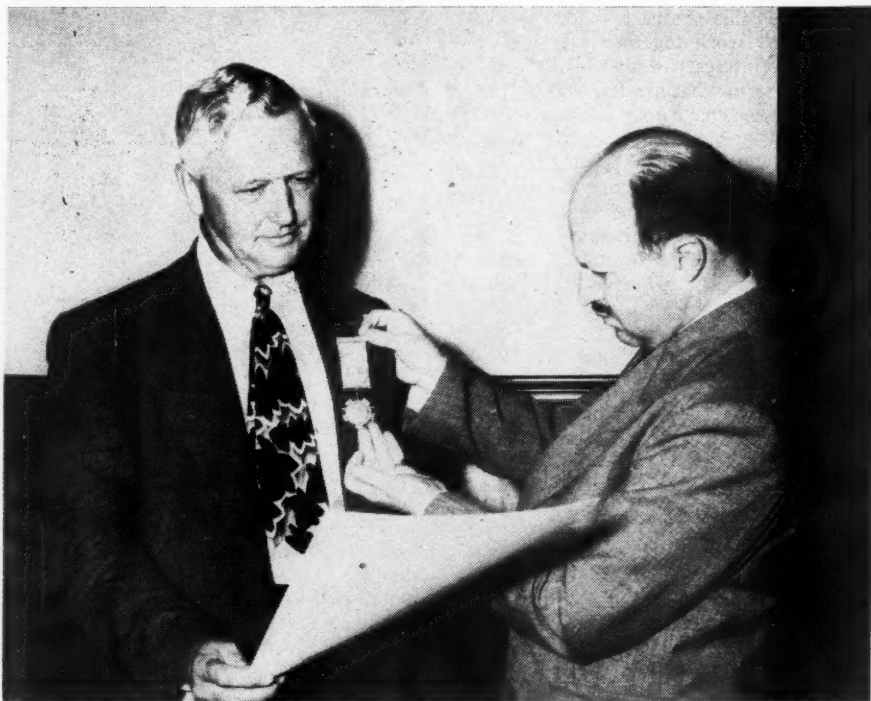
The l.c.l. and any-quantity case is docketed as No. 29770. The railroads' proposals are designed to put such rates on compensatory levels.

Files Suit in Interstate Motor Freight Case

A civil suit to enforce compliance by the United States Freight Company and the Hickok Oil Corporation with an Interstate Commerce Commission order requiring them to terminate their control of Interstate Motor Freight System was filed July 30 by Attorney General Clark in the United States district court at New York. As the Department of Justice announcement pointed out, the commission's divestiture order was entered June 12, 1944, and Freight and Hickok subsequently advanced several forms of voting-trust agreements, but the commission refused to approve them.

In denying a petition for approval of the latest of such voting-trust proposals the commission indicated last January that it would resort to court proceedings unless the respondents took steps to comply with the June 12, 1944, divestiture order (see *Railway Age* of January 25, page 249).

The divestiture order accompanied the commission's report in No. MC-F-2181 and related proceedings, which was noted in the *Railway Age* of June 24, 1944, page 1221. U. S. Freight was described in the report as a holding company which con-



Mexico Honors P. J. Neff

For promoting friendly relations between the United States and Mexico, P. J. Neff, chief executive officer of the Missouri Pacific, was recently awarded the National Order of the Aztec Eagle in the Grade of Insignia, at the direction of President Miguel Aleman of Mexico. The decoration, presented by Alfonso Mexia, Mexican consul at St. Louis, Mo., is the highest honor the Mexican government confers upon any foreigner and carries with it diplomatic immunity in the republic. Membership in the order is limited to approximately 65 persons, all of whom are citizens of some country other than Mexico.

trolled Universal Carloading & Distributing Co. and other freight forwarders and held 49 per cent of the stock of seven motor carriers. The report also noted that 49.56 per cent of the capital stock of U. S. Freight was held by B. H. Meyer, a former member of the commission, as trustee for the New York Central. Hickok was found to be without stock ownership in any common carrier other than Interstate; but the commission nevertheless held that there was a community of interest between individuals dominating Hickok and such carriers sufficient to make it reasonable to believe that joint control was exercised.

North-South Divisions

Official-Territory railroads this week filed a complaint with the Interstate Commerce Commission in which they seek an adjustment of divisions of joint rates on citrus fruits moving from certain points in Florida to Official territory. The complaint against southern roads charged in part that the complainants' proportions of the presently applicable joint rates are unjust, unreasonable and inequitable.

The complainants said that the commission, in prescribing in 1933 and 1934 divisions on citrus fruits, had found that the southern roads were in worse financial condition than the northern carriers and had given consideration to that factor in its decision. The complainants asserted that their financial needs during the past several years and at present have been and are greater than those of the defendants, and that the prescribed divisions do not properly reflect present relative operating costs.

The commission this week also received a petition filed by Official-Territory roads for further hearing and modification of its 1939 order in the Docket No. 24160 proceeding, pertaining to divisions of joint interterritorial rates between Official and Southern territories. The petitioners contended that (1) the commission's findings are at variance with present day conditions; (2) the divisions do not conform with sections 1(4) and 15 (6) of the Interstate Commerce Act; and (3) the divisions are unjust, unreasonable and inequitable to the Official territory roads and "unduly preferential" to the southern carriers.

Radio-Telephone for Passengers on B. & O. and P. R. R.

Beginning August 15, passengers traveling between New York and Washington, D. C., on the Pennsylvania's "Congressional Limited" or the Baltimore & Ohio's "Royal Blue" will be able at any time to place or receive calls to or from any telephone connected with the Bell System, including many foreign countries, the two roads announced jointly last week. This is the first installation of such facilities for regular service in the United States, it was pointed out. On August 22, the same service will be provided also on the Pennsylvania's "Potomac" from Washington to New York and its "Legislator" from New York to Washington.

A portion of the lounge car of each train has been rearranged and set aside for the new telephone service, and will afford

privacy to passengers using it, it was explained. Attendants will help in making calls, and will locate persons on the train who are being called. Service will be on the same basis as other mobile radio-telephone service provided by the Bell System, and the same rates will apply.

Radio will be used to connect the trains with the nearest Bell System sending or receiving station for the existing mobile service, whence connection will be made in the usual way by wire with the other telephone involved. The equipment, designed by the Bell Telephone Laboratories, utilizes two channels, one for sending and one for receiving, so that conversations may be carried on in the same way as an ordinary telephone call.

Alabama Roads Seek I. C. C. Order on Intrastate Rates

Seventeen railroads operating in Alabama have asked the Interstate Commerce Commission to institute an investigation into the refusal of the Alabama Public Service Commission to authorize intrastate freight rate increases in line with the general interstate adjustment approved by the commission in Ex Parte No. 162.

R. & L. H. S. Bulletin No. 69

The history of the Western Railroad of Massachusetts is recounted by Chas E. Fisher in Bulletin No. 69 of the Railway & Locomotive Historical Society. In discussing the consolidation with the Boston & Worcester Mr. Fisher draws a parallel with the situation in some cases today, where he believes railroads won't join together to give the public the service it is entitled to. He concludes "To me, the future holds this prospect—if our railroads either won't work together to serve these community interests or they won't consolidate upon terms that are fair and equitable, then our government may consolidate them upon terms which may not be to their liking for, until man has learned to live at peace with his neighbor, our railroads are vital to the war effort and other modes of transportation will continue to sap their strength unless there is eternal vigilance and a willingness to serve displayed by their officials." A number of illustrations and a map are included. Copies are available from the Society, Baker Library, Harvard Business School, Boston, Mass., at a price of one dollar to members and two dollars to non-members.

Hearings in Freight-Rate Case Open September 9

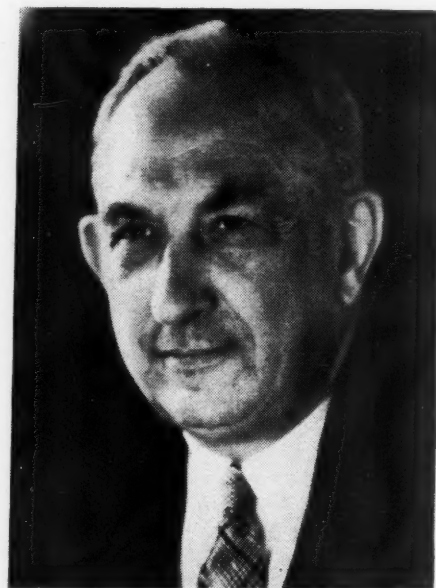
The Interstate Commerce Commission has set September 9 as the date for the opening of hearings at Washington, D. C., on the railroads' petition for general freight-rate increases calculated to yield more than a billion dollars in additional annual revenue. The increases sought would average approximately 16 per cent for the country as a whole; with various exceptions where specific increases would be applied they involve proposed boosts of 25 per cent within Official territory and interterritorially between that territory and other territories and 15 per cent within Southern and West-

ern territories and interterritorially between those territories.

The order assigning the case for hearing was dated July 24; it also instituted the commission's investigation of the proposals, formally docketing the proceeding as Ex Parte No. 166. The hearings will be held before the commission's Division 2, and will be governed by special rules of practice issued along with the order. The special rules are similar to those issued in previous general rate cases, calling, among other things, for consolidation of presentations and careful preparation of evidence with a view to conciseness.

Dougherty of N. Y. C. Next A. S. C. E. President

Richard E. Dougherty, vice-president of the New York Central, has been nominated as the 1948 president of the American Society of Civil Engineers, according to an announcement following the summer convention of the society's board of direction at Duluth, Minn. Nomination, which is tantamount to election, will be confirmed late this year by letter ballot of the membership, and Mr. Dougherty will take office at the annual meeting in New York next January.



Richard E. Dougherty

Mr. Dougherty has been in the service of the New York Central System since 1902. He started as a rodman, was assistant engineer on construction work, designing engineer, engineering assistant to the vice-president in charge of operations, and engineering assistant to the president of the lines prior to his election to the office of vice-president in charge of improvement and development on February 1, 1930. He is chairman of the research council of the New York Central system for the considering of postwar problems. In 1946, when the New York Central and Baltimore & Ohio formed a joint company for the construction and operation of a new coal and ore terminal on Lake Erie at Toledo, Mr. Dougherty was elected president of the Lakefront Dock & Railroad Terminal Company. In the same year, he was made

chairman of the engineering committee to direct investigations and studies for the railroads of Chicago, to consider the Chicago terminal problems.

Since 1935 Mr. Dougherty has been chairman of the grade crossing committee of the Association of American Railroads, acting for all the railroads to cooperate with the Public Roads Administration. He is also a member of the committee for the study of transportation of the A.A.R., and chairman of the executive and operating committee of the association of railroads of New York State.

Senator Taylor Asks for Probe of Mountain-Pacific Rates

The Interstate Commerce Commission would be directed to investigate freight rates within, to and from the Mountain-Pacific territory under provisions of a bill, S. 1727, introduced July 25 by Senator Taylor, Democrat of Idaho. In a statement released to the press, Senator Taylor charged that the "discriminatory freight rates" against western industry constitute the "great stumbling block" to western development. He asserted that while "general examinations" have resulted in rate reductions in other territories, the commission has not seen fit to "discharge its duty to examine the general level of rates in Mountain-Pacific territory to ascertain whether we in that territory are due a more equitable rate structure."

A. A. R. Board Proposes \$1.50 Per Diem, Effective Sept. 1

An increase from \$1.25 to \$1.50 in the per diem rate for rental of freight cars has been recommended by the board of directors of the Association of American Railroads, A.A.R. President William T. Faricy announced following the board's July 25 meeting in Washington, D. C. The board also expanded the scope of the Joint Committee on Automatic Train Control and Signals, renaming it the Joint Committee on Train Operation, Control and Signals and assigning to it joint work to be

done in connection with the Interstate Commerce Commission's recent order requiring signaling and train-control installations on high-speed lines.

The recommended increase in the per diem rate will become effective September 1, if approved by A.A.R. member roads which are now voting on it. The Faricy announcement said that the board's action was taken following consideration of a report submitted by a special committee "that has been studying the rising costs of car ownership and maintenance." It also pointed out that the per diem rate has already been increased twice during the past two years—on February 1, 1945, when it was raised from \$1.00 to \$1.15, and on June 1, 1947, when it was further increased to \$1.25.

In expanding the train-control and signal committee into the Joint Committee on Train Operation, Control and Signals, the board named L. E. Dale executive vice-chairman of the latter. Mr. Dale will act also as chairman of the joint committee's committee of direction; and he will continue as transportation engineer of the A.A.R.'s Operations and Maintenance Department. Members of the joint committee are railroad officers representing such A.A.R. units as the Mechanical and Engineering divisions and the Signal, Communications, and Transportation sections; also the short lines are represented.

More Time to Adjust Rates Along West Coast

The Interstate Commerce Commission, in an order by Commissioner Aitchison, has postponed from September 1 until September 15 the date on which railroads operating along the Pacific coast must change their tariffs to make rates in that area comply with the fourth section of the Interstate Commerce Act. The new tariffs, to be published on the 30 days' statutory notice, are required as a result of the commission's recent decision vacating the fourth-section-relief orders involved.

As noted in the *Railway Age* of July 5, page 59, that decision was embodied in one of the two interim reports made re-

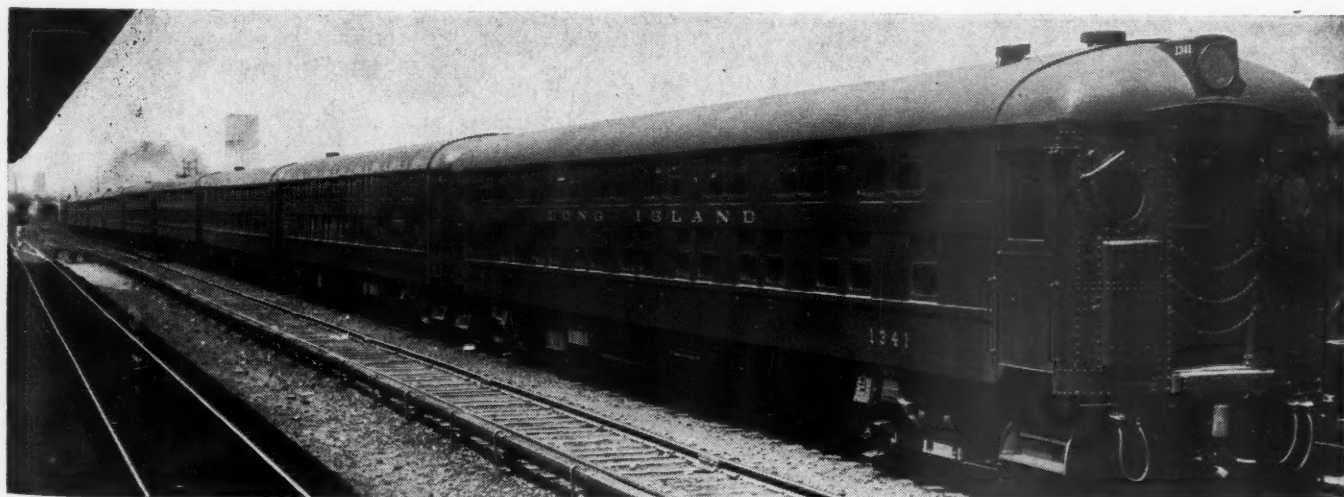
cently by the commission on rail-water competitive rate situations which it is investigating at the request of the United States Maritime Commission. In addition to vacating the fourth-section orders, the report also told the railroads that this withdrawal of fourth-section relief would afford them an opportunity to remove "unwarranted and unjustifiable disparities" in the coastal rates as compared with those from and to interior points. The commission indicated that it expected this adjustment, too, to be made effective September 1; but it has now extended the deadline to October 15.

The latter was revealed in I.C.C. Chairman Aitchison's reply to a letter wherein Vice-Admiral W. W. Smith, chairman of the Maritime Commission, had opposed the delays beyond September 1. The reply was made public by the commission along with its order extending the time for complying with the fourth section order until September 15. With respect to the latter, Chairman Aitchison told Admiral Smith that it seemed to be "impossible" for the railroads to comply by September 1, but "by the exercise of much diligence it will be possible to comply by September 15."

As to the readjustment of the coastal rates, which the commission indicated the railroads should undertake, Mr. Aitchison said this was a "far more complex situation, and must be recognized as such." He went on to note that the situation involves not only the coastal rates but their relation to other rates and also "important market relations."

"The carriers, we are informed, have entered upon studies to put in effect our suggestion, and as far as we can see are proceeding with the diligence that the commission expected," Mr. Aitchison continued. "The law makes the responsibility for initiation of the rail rates primarily that of the rail carriers. What they do in compliance with our suggestion (for there could be no valid order on this phase of the case, as we found on the record made) will have profound effect upon the commerce and industry of the Pacific coast, as well as upon the welfare of the rail car-

* * *



The nine double-deck cars shown here were placed in service as a train on the Long Island recently. Each car seats 132 passengers in two tiers, compared with an average of 72 in the road's standard coaches. The cars have inner-spring seats and recessed lighting and were built in the Altoona, Pa., shops of the Pennsylvania at a total cost of \$1,025,000.

riers themselves and also of their competitors by highway and water. It would be futile for the rail carriers to file a proposal which has not been thoroughly considered, for probably we would have to suspend it.

"It therefore seems that our original suggestion that the revision be made by September 1 was too finely drawn, considering all the rate adjustments and proposals which are under way in which the coastal carriers and shippers are now involved. Therefore it seems reasonable that the time should be extended from September 1 to October 15."

H. H. Kelly in State Department

Announcement has been made of the appointment of H. H. Kelly as assistant director of the office of transport and communications of the U. S. Department of State, with headquarters at Washington, D. C. This office deals with international policy in the fields indicated by its title. During the war Mr. Kelly was director of the materials and equipment division of the Office of Defense Transportation. From September, 1945, to July, 1947, he was American representative of the European Central Inland Transport Organization.

Truman Disapproves Changes in I. C. Act Security Provisions

Provisions making less restrictive the Interstate Commerce Act's prohibition against carrier officers profiting from the issuance of securities by their companies prompted President Truman to disapprove a bill which also would have extended to sleeping-car companies the Interstate Commerce Commission's jurisdiction over security issues and interlocking directorships. The bill, H. R. 2331, had been endorsed by the I. C. C., and congressional action was completed July 17 when the Senate approved the measure without amendment, the House having passed it on May 12.

The provision extending the commission's jurisdiction over securities and directorships of sleeping-car companies was a proposed amendment to the act's section 20a(1), while the relaxation of the prohibition against carrier officers profiting from security transactions would have been accomplished by the addition of a new proviso to section 20a(12). The President's July 30 "memorandum of disapproval" endorsed the former, but it called the latter "highly objectionable in that it would facilitate banker control of railroads and would sanction a departure from the long-established policy against interlocking directorates."

The bill was sponsored by Representative Wolverton, Republican of New Jersey, who is chairman of the House committee on interstate and foreign commerce; and that committee's favorable report on it reproduced a letter which had been received from Commissioner Splawn, chairman of the I. C. C. legislative committee. Of the proposed amendment to section 20a(12), the Splawn letter pointed out that commission regulations now require "as a general rule" that carrier securities be sold on the basis of competitive bids. It added that the paragraph in its present form is, therefore, "unnecessary and has been found

to have an undesirably restrictive effect."

As explained in the President's memorandum, the provision of the bill to which he objected would have provided an exception to the present prohibition of paragraph 12 of section 20a, the exception to apply in cases where securities are sold on the basis of competitive bidding, even though a carrier officer or director were also interested in a firm or corporation dealing in the carrier's securities—provided that participation of the carrier officer or director is due "solely" to his relationship to the "other corporation . . . and not to his relationship with such carrier."

"It has been stated," Mr. Truman continued, "that one of the results of the existing law was to make it difficult or impossible for a railroad to award prospective security issues to banking or investment concerns with which some of its directors were connected and that since regulations now require that railroad securities be marketed as a general rule through competitive bidding, the restriction is unnecessary. It was the express purpose of the existing law to make it difficult or impossible for railroads to deal with banking or investment companies with interlocking directorates and the requirement of competitive bidding is established, not by statute but by a recent commission decision and is, therefore, subject to change at any time."

"Moreover, this bill would facilitate and encourage the banker control of railroads, which is the subject of complaint in an important government anti-trust suit now pending against the railroads. The eradication of such control is sufficiently difficult, without the enactment of new legislation to facilitate the establishment of such control. The evil of the kind of transactions here involved has long been recognized. It is merely one species of the general principle, recognized in the laws governing the conduct of fiduciaries, that dealings in which both parties to the transaction are under common control should be avoided. The companies on both sides of the transaction are entitled to arms'-length dealing by independent managements."

Senator Reed Calls Conference on Freight Car Output

Acting on the basis of reports that the July production of freight cars will be under the June total, Senator Reed, Republican of Kansas, invited representatives of the railroads, car builders and steel companies to confer on the matter at Washington, D. C., on August 1. Results of the conference were not available as this issue of *Railway Age* went to press.

Senator Reed declared earlier this week that he was not "unhappy" over the fact that more than 5,000 new cars were produced in June, but he is seeking to determine the reason why fewer cars will be built during July. He added that the quota for July, on the basis of steel allotments pledged earlier this year by the steel companies to the railroads and car builders, called for a minimum of 7,000 new cars, with 10,000 cars set as the monthly quota thereafter. The Senator will seek an explanation from the railroads and car build-

ers with respect to reports he has received from steel companies to the effect that the latter allocated "more than enough" steel to construct 7,000 new cars during July. The August 1 conference was expected to be attended by many of those who appeared in February before a Senate interstate commerce subcommittee which, under the chairmanship of Senator Reed, conducted an investigation into the box car shortage.

Post Office Asks I.C.C. to Deny Interim Mail Pay Increase

Replying to the petition filed by the railroads with the Interstate Commerce Commission, in which they seek an interim increase of 35 per cent in rates for handling United States mails, as reported in *Railway Age* of July 19, page 63, the Post Office Department asserted last week that the granting of such relief would result in an award before it has completed its cross examination of railroad witnesses and before it had an opportunity to present its case.

The department's reply was filed in the No. 9200 proceeding, wherein the railroads are seeking an increase of 45 per cent in their mail pay. Hearings are scheduled to be resumed in Washington, D. C., on September 30 before Commissioner Mitchell.

The Post Office Department, which has received an appropriation of \$223,500 to make studies of railroad exhibits and otherwise prepare its case, also contended that the commission is without authority to grant an increase until the conclusion of a "full hearing."

Meanwhile, the department filed a cross-petition with the commission in which it asked for a re-examination of the so-called 1928 mail pay formula. Noting that more than 20 years have elapsed since similar proceedings have been instituted, the department said that "in that time, many changes in the transportation of the mail . . . have occurred, affecting materially and substantially the costs of passenger train service as a whole . . . the relative share therein of costs of transporting mail and the absolute cost . . . of transportation of mail." Such changes, the department contended, have reduced railroad costs.

Books Closed on Government Operation of T. P. & W.

Director J. Monroe Johnson of the Office of Defense Transportation this week concluded, on behalf of the government, an agreement with the Toledo, Peoria & Western under which all claims arising out of government operation of that road during World War II have been fully settled. The road was taken over by the government March 22, 1942, when it was strike-bound as a result of the undertaking of its former president, the late George P. McNear, Jr., to eliminate "featherbed" rules.

Mr. McNear was shot to death near his home at Peoria, Ill., on the night of last March 10, the strike having been resumed after the property was returned to him by the government on October 1, 1945. Since Mr. McNear's death the labor difficulties have been settled and normal operations resumed.

Operation of the property during the period of federal control was conducted by O.D.T. Director Johnson pursuant to the seizure order of the President. The settlement agreement was signed in Washington, D. C., on July 28; and Colonel Johnson thereupon turned over \$3,500,000 to the commissioner of internal revenue and \$2,752,865.66 to the railroad—a total of \$6,252,865.66 which represented the cash remaining on hand and in possession of the federal manager of the road. The payment to the commissioner of internal revenue covered the federal tax liability of the road for the years 1942 through 1946.

The settlement agreement reached by Colonel Johnson and the railroad, the O.D.T. announcement said, "represents a compromise on a mutual release basis of all claims by the government against the railroad and of all claims by the railroad against the government." Also, the government released and assigned to the railroad all assets in possession of the federal manager and all claims which the government may have against third parties arising from its operation of the property. The railroad agreed to indemnify the government against all liabilities to third parties; to assume the defense of all claims of third parties against the government; and to liquidate all existing obligations of the federal manager.

Katy Board Votes Down C.G.W.—C. & E. I. Merger

Following its meeting at St. Louis, Mo., July 22, the board of directors of the Missouri-Kansas-Texas announced its decision to drop further consideration of a merger with the Chicago & Eastern Illinois and the Chicago Great Western (reported in *Railway Age* of Feb. 16, 1946, page 374, and June 15, 1946, page 1189). This decision came as a result of a report submitted by the engineering firm of Coverdale & Colpitts, New York, recommending against the proposed consolidation.

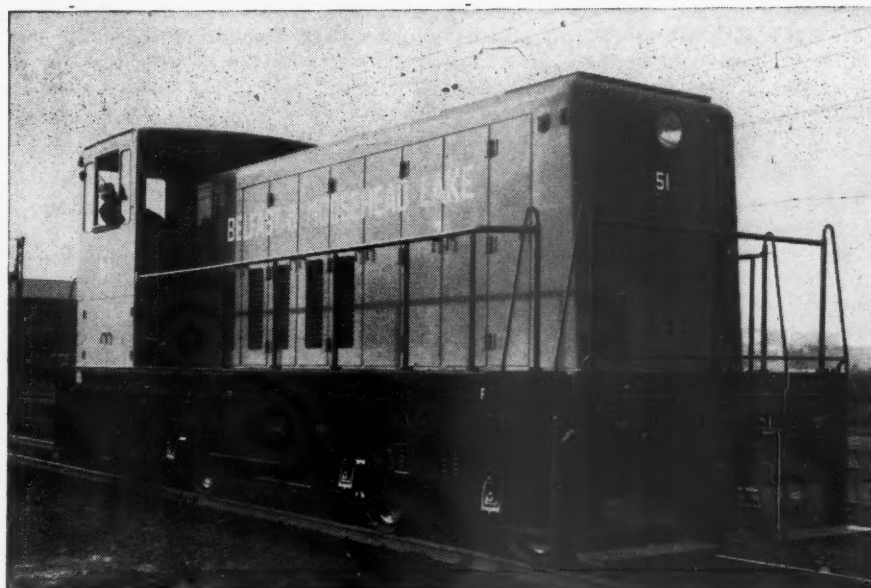
Two-Way Radio on N.Y.C. Tugs

Two-way FM radio communications equipment has been installed by the New York Central on 24 tugs operating in New York harbor. A transmitting and receiving antenna has been set up on top of a grain elevator at Weehawken, N. J., to permit immediate contact at any time between the road's marine division dispatching office and any of the tugs. Equipment was supplied by the General Electric Company and the General Railway Signal Company.

Highway Users Conference Will Widen Membership Base

Plans of the National Highway Users Conference to "widen its membership base" were announced on July 30 by the conference's chairman, Alfred P. Sloan. The plans involve inviting "industrial and other organizations, not now represented, to actively participate in the conference's work as subscriber members."

The announcement quoted Mr. Sloan as having said that the conference's services



Municipal Road Goes Diesel

America's only municipally owned railroad, the Belfast & Moosehead Lake, which operates between Belfast, Me., and Burnham Junction, 33 miles, is now completely Dieselized. Two General Electric 70-ton Diesel-electric locomotives, powered by Cooper-Bessemer FW-L-6-cylinder, turbo-charged engines, comprise its motive power. The railroad is owned by the city of Belfast, and is operated by a civic committee of merchants and other business men of the city.

* * *

"are even more important to highway users and related industries today than in 1932, when the conference was first organized"; and that "vigorous prosecution of sound highway policies, both nationally and in the states, will be assisted by this broadening of the base of membership." It was also noted that there are now "more than 1,000 highway-user organizations" affiliated with the conference, "through their participation in state highway users conferences."

Grand Central's Busy Day

A new all-time high daily record of passenger traffic through New York's Grand Central Terminal was established Thursday, July 3, when 252,251 people arrived or departed on trains from the terminal, according to J. H. Hustis, Jr., terminal manager. Of this total, 139,621 passengers traveled via New York Central and 112,630 via the New York, New Haven & Hartford. The previous single day's record had been set last November 27, the day before Thanksgiving, when 245,816 passengers arrived or departed.

Set Dates for Hearings on Uniform Classification

The railroads' Committee on Uniform Classification has scheduled public hearings on Docket No. 1 of its proposed uniform ratings for the three territories on forest products, machinery, packing house products and meats, and paper and paper articles as follows:

Aug. 5.....Atlanta, Ga., 101 Marietta st.
Aug. 11.....New York, Woolworth Building
Aug. 18.....Chicago, Union Station
Aug. 25.....Dallas, Tex., Baker Hotel
Aug. 28.....Denver, Col., 1726 Champa st.
Sept. 2.....San Francisco, Cal., 717 Market st.
Sept. 8.....Seattle, Wash., 215 Columbia st.

The committee, which is acting in pursuance to the order of the Interstate Com-

merce Commission in the No. 28310 proceeding, requiring preparation of a nationwide classification, is headed by A. H. Greenly, chairman, with headquarters at Room 202, Union Station, Chicago 6.

Strike Over Vacations Is Threatened in Canada

First steps toward a possible strike affecting the Canadian railroads, arising out of the carriers' refusal to accept the findings of a government conciliation board with respect to union demands for uniform vacations with pay, have been taken with the preparation of ballots to be sent out to the membership of the 15 unions involved in the dispute, according to Frank H. Hall, chairman of their negotiating committee. It is expected that some two months will elapse before all steps can be completed for the unions to take joint action, however.

The unions concerned, representing both operating and non-operating employees, are said to represent about 65 per cent of Canada's railroad employees. The government policy on vacations was reported in *Railway Age* of July 5, page 58.

N. & W. Scholarship Awarded

Sixteen-year-old William Flemming Harris, of Crum, W. Va., is the winner of the first annual Norfolk & Western scholarship at Purdue University. The son of N. & W. Scioto division brakeman W. J. Harris, he will receive \$500 annually for four years and plans to study chemical engineering. He won over twelve other final contestants. The N. & W. scholarship was established this year by Charles H. Quinn, former chief electrical engineer for the railway, now a Los Angeles, Cal., businessman. Mr. Quinn is a Purdue

graduate of 1899 and taught there before joining the N. & W. in 1901. Applicants for the annual award must either be N. & W. employees or of their immediate families.

Freight Car Loadings

Loadings of revenue freight for the week ended July 26 totaled 919,928 cars, the Association of American Railroads announced on July 31. This was an increase of 194 cars, or 0.02 per cent, above the previous week, an increase of 9,415 cars, or 1.0 per cent, above the corresponding week last year, and an increase of 33,498 cars, or 3.8 per cent, above the corresponding 1945 week.

Loading of revenue freight for the week ending July 19 totaled 919,734 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, July 19			
District	1947	1946	1945
Eastern	158,428	164,971	156,655
Allegheny	195,159	195,779	194,293
Pocahontas	67,358	71,604	59,011
Southern	130,365	136,961	124,796
Northwestern	145,594	143,196	133,869
Central Western	149,005	140,399	140,386
Southwestern	73,825	68,586	73,658
Total Western Districts	368,424	352,181	347,913
Total All Roads	919,374	921,496	882,648
Commodities:			
Grain and grain products	71,933	63,526	68,553
Livestock	13,019	21,823	13,681
Coal	181,264	190,386	168,982
Coke	13,780	13,385	14,855
Forest products	49,562	50,994	44,014
Ore	90,982	77,856	76,712
Merchandise l.c.l.	110,234	119,351	103,732
Miscellaneous	388,960	384,175	392,119
July 19	919,734	921,496	882,648
July 12	806,961	895,082	883,543
July 5	629,204	679,775	726,663
June 28	846,141	879,544	893,947
June 21	901,296	858,423	876,703

Cumulative total,
29 weeks .. 24,026,459 21,512,215 23,771,400

In Canada.—Car loadings for the week ended July 19 totaled 77,286 cars as compared with 78,244 cars for the previous week and 68,221 cars for the corresponding week last year according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
July 19, 1947	77,286	33,366
July 20, 1946	68,221	33,558

Cumulative totals for Canada:

July 19, 1947	2,095,993	1,066,146
July 20, 1946	1,931,442	978,376

Latin America Good Market for U. S. Goods

That Latin America constitutes an excellent market for goods from the United States, if American business interests furnish their prospective customers with more information regarding goods and services available, with facts and figures, maps, documents and charts, is the considered opinion of Robert H. Brown, general agent—export and import traffic, of the Illinois Central. This opinion is the result of the first six weeks of an extended tour of South American countries for which Mr.

Brown left from New Orleans, La., on June 3. His tour is the second I.C. fact-finding and fact-spreading journey in the last three years. Mr. Brown is scheduled to return to the United States late in December of this year.

A list of current publications appears on page 74.

Equipment and Supplies

FREIGHT CARS

The NEW YORK CENTRAL has ordered from the Pullman-Standard Car Manufacturing Company 1,000 55-ton box cars.

The board of directors of the ATLANTIC COAST LINE has authorized inquiries for bids for the construction in outside shops of 4,000 new freight-train cars, C. McD. Davis, president, has announced. This equipment will comprise the following: 1,000 40½-ft. box cars of the double door type, 1,500 40½-ft. box cars of the single door type, 500 high side gondolas, 100 low side mill type gondolas, 500 hopper bottom coal cars, 100 flat cars, 100 pulpwood cars, 100 port phosphate rock cars and 100 cement hopper cars.

Domestic Equipment Orders Reported in July

Domestic orders for 32 Diesel-electric locomotives and 8,775 freight cars, including 3,000 ordered from railroad shops, were reported in the *Railway Age* in July. No passenger car orders were reported. The estimated cost of the locomotives is \$8,375,000, and the freight cars will cost an estimated \$34,200,000. The accompanying table lists the orders in detail.

During the first seven months of 1947, the *Railway Age* has reported domestic orders for 338 Diesel-electric locomotives, 1 gas-turbine, 4 electric and 10 steam locomotives (at an estimated cost of \$71,360,000), 58,001 freight cars (costing an esti-

mated \$226,174,000), and 275 passenger-train cars (the estimated cost of which is \$22,737,000).

LOCOMOTIVES

The DELAWARE, LACKAWANNA & WESTERN has ordered the following Diesel-electric locomotives from the Electro-Motive Division of General Motors Corporation, all of the F-3 type: 3 4,500-hp. passenger; 1 4,500-hp. freight; and 6 3,000-hp. freight.

The LONG ISLAND has ordered five 660-hp. Diesel-electric switching locomotives from the Baldwin Locomotive Works, at a total cost of \$391,000. Delivery is scheduled to begin in April, 1948.

The NEW YORK, CHICAGO & ST. LOUIS has ordered 11 2,000-hp. Diesel-electric passenger locomotives from the American Locomotive Company, to be used between Buffalo, N. Y., and Chicago and Cleveland, Ohio, and St. Louis, Mo. Delivery is scheduled to begin in December and all are expected to be in service by April, 1948.

SIGNALING

The ELECTRO-MOTIVE DIVISION of the General Motors Corporation has ordered 12 sets of train control equipment from the General Railway Signal Company for installation on Diesel-electric locomotives. Two sets are for freight locomotives for the Chicago & North Western; six sets are for passenger locomotives for the New York Central; and four sets are for passenger locomotives for the Chicago & Eastern Illinois.

Overseas

PHILIPPINES.—The present condition and future plans of the Manila railroad, which serves the island of Luzon, largest in the Philippine archipelago, were set forth in a recent talk by Jacinto Bautista, traffic manager of the system, at a recent meeting of the Manila chapter of the Army Transportation Association (U.S.). Mr. Bautista

Locomotives

Date	Purchaser	No.	Type	Builder
July 5	U. P.	2	2,000-hp. D.-E. pass. A units	Fairbanks, Morse
		1	2,000-hp. D.-E. pass. B units	Fairbanks, Morse
		1	1,500-hp. D.-E. frt.	American
		3	400-hp. D.-E. sw.	General Electric
July 12	B. & O.	20	3,000-hp. D.-E. frt.	Electro-Motive
July 12	M. & St. L.	3	1,000-hp. D.-E. rd. sw.	American
July 12	U. P.	2	6,000-hp. D.-E. pass.	Fairbanks, Morse

Freight Cars

July 12	C. & E. I.	25	50-ton Flat	American Car & Fdy.
July 12	G. M. & O.	300	50-ton Box	American Car & Fdy.
		100	50-ton Gondola	American Car & Fdy.
July 12	Ill. Central	1,500	50-ton Hopper	R. R. Shops
		1,500	50-ton Box	R. R. Shops
July 19	C. M. St. P. & P.	250	70-ton Cov. Hopper	General American
July 19	D. & T. S. L.	100	70-ton Cov. Hopper	General American
July 26	B. & O.	1,500	70-ton Cov. Hopper	Pullman-Standard
		500	70-ton Cov. Cement Hopper	Greenville
		1,000	50-ton Hopper	Bethlehem Steel
July 26	E. J. & E.	500	50-ton Box	Magor
		400	50-ton Gondola	Ralston
		100	70-ton Gondola	Greenville
July 26	W. & L. E.	1,000	70-ton Hopper	Ralston

is a member of the chapter's board of directors.

The government-owned railroad at present is operating 60 per cent of its prewar mileage of 708 mi. Its present-day rolling stock consists of a number of locomotives and freight cars left by the U. S. Army from war days, together with some salvaged units of prewar rolling stock, the total amounting to approximately 40 per cent of the number of units in use before the war (159 locomotives and 2,606 cars of all types). Mr. Bautista pointed out that far fewer trains are now being operated than traffic would warrant, because of an inadequate number of motive power units. Many of the present cars being used for passenger carriage are converted gondolas. The tenor of the talk was that the Manila railroad needs lots of everything.

Construction

PARIS & MT. PLEASANT.—This road has applied to the Interstate Commerce Commission for authority to construct a 21-mile extension to its line from a point near Mt. Pleasant, Tex., to a connection with the Louisiana Arkansas near Daingerfield. The applicant also seeks authority to construct 4 miles of side and yard tracks.

SOUTHEASTERN.—Division 4 of the Interstate Commerce Commission has permitted the Atlantic Coast Line; Seaboard Air Line; Southern; Georgia; Charleston & Western Carolina; and Macon, Dublin & Savannah to intervene in the proceeding wherein this new company seeks commission authority to construct and operate a 229-mile line from Savannah, Ga., to Atlanta. The application was reported in *Railway Age* of July 12, page 94.

Noting that there are now seven through lines between Atlanta and Savannah, the Southern contended that (1) the existing lines are more than adequate to handle all rail freight and passenger traffic between the two cities and intermediate points; and that the Southeastern's application for authority to issue 200,000 shares of common stock fails to comply with the commission's order of August 9, 1946, in that "it does not disclose at what price or prices and upon what terms and conditions it is proposed to dispose of the stock, the expenses estimated to be incurred in such sale, the names of the purchasers and the details of the underwriting." The Southern added that as one of the carriers now "adequately and efficiently" serving the territory in which the new line is proposed to be constructed, it has a "direct and pecuniary" interest in the proceeding.

The other intervenors asserted in part that the construction would not create any new traffic but would "merely serve to divert traffic from other carriers serving the territory."

VIRGINIAN.—This road has applied to the Interstate Commerce Commission for authority to construct a 2-mile extension to its so-called Devils Fork Branch from a point near Wacomah, W. Va.

Supply Trade

J. Homer Stallings, general foreman of the Southern at Alexandria, Va., has been appointed master mechanic at Charleston, S. C., succeeding **R. Frank Harrill**, who has retired after more than 38 years of service.

W. I. Galliher, executive sales manager of the Columbia Chemical Division of the **Pittsburgh Plate Glass Company**, has also been appointed executive sales manager of the Southern Alkali Corporation, a subsidiary of Pittsburgh Plate Glass.

S. J. Moran, assistant treasurer and production manager of the United States Castings division of the **Blaw-Knox Company**, has been appointed works manager and **J. L. Dougherty**, formerly division auditor, has been appointed assistant treasurer and production manager, to succeed Mr. Moran.

K. W. Schick, formerly sales manager of the railway division of the **Minneapolis-Honeywell Regulator Company**, has been appointed southwest regional manager, with headquarters at Dallas, Tex. **M. R. Eastin** succeeds Mr. Schick, as reported in *Railway Age* of July 26.

W. A. Yost, Jr., whose appointment as manager of the steam turbine department of the **Allis-Chalmers Manufacturing Company**, at West Allis, Wis., was reported in *Railway Age* of June 28, was born in North Carolina, and graduated from North Carolina State College in 1927. In the same year he joined the



W. A. Yost, Jr.

Elliott Company, at Jeannette, Pa., which he served until 1943, when he joined Allis-Chalmers as manager of the marine division of the steam turbine division. Mr. Yost has been identified with the turbine section of the National Electrical Manufacturers Association since its inception.

Mason E. Kline has announced the formation of **M. E. Kline & Co.**, at 625 Market street, San Francisco, Cal. He resigned recently as vice-president and general sales manager of the Union Lumber Company. The new company will make

wholesale distribution of railroad and industrial forest products, with special emphasis on lumber, timbers, ties, poles, and piling.

Carl D. Green has joined the staff of **C. D. Hicks & Co.**, as sales engineer at St. Louis, Mo. The company has been appointed railroad sales representatives for the Durametallic Corporation, Newark, N. J., and for the Menasco Manufacturing Company, Burbank, Cal.

OBITUARY

Charles A. Bauer, statistician and economist of the Southern Pine Association, at New Orleans, La., died in that city on July 26.

E. C. Zimmerman, chief engineer of the Q & C Co., died on July 27. He was 58 years old.

Financial

BOSTON & MAINE.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized this road's lessor, the Vermont & Massachusetts, to acquire from the New York, New Haven & Hartford for \$65,000 a branch line extending approximately 4 miles from Deerfield, Mass., to Montague. The commission, which also authorized the B. & M. to lease the line, approved the transaction subject to the usual employee-protection conditions. The segment, known as the new Turners Falls branch, will be used in lieu of one which the commission has authorized the applicants to abandon.

CENTRAL OF NEW JERSEY-CENTRAL OF PENNSYLVANIA.—*Equipment Trust Certificates.*—These roads have sold, subject to approval by the Interstate Commerce Commission, \$3,750,000 of Series B equipment trust certificates to Halsey, Stuart Co., on a bid of 99.08 with a 2½ per cent annual interest rate. Proceeds of the certificates would be applied toward the acquisition of 1,250 box cars, as reported in *Railway Age* of July 19, page 71.

CENTRAL OF NEW JERSEY.—*Control of Dover & Rockaway.*—This road has asked the Interstate Commerce Commission to approve a 1943 purchase of 63 shares of Dover & Rockaway capital stock, thereby increasing the applicant's control, through stock ownership, of the D. & R. The stock, purchased at \$35 per share, is now held in the name of William Kohler, nominee of the Jersey Central Transportation Company, a wholly owned subsidiary of the applicant. The latter, which has operated the D. & R. under lease since 1881, also seeks commission authority to acquire any additional shares of D. & R. stock that may be offered for sale in the future.

CHESAPEAKE & OHIO.—*N. Y. C. Stock and Directorships.*—The Interstate Commerce Commission has permitted the city of Portsmouth, Va., to intervene in the

proceeding wherein this road is seeking to release its holdings of New York Central stock from trusteeship and in the other proceedings wherein Robert R. Young and Robert J. Bowman, chairman and president, respectively, of the C. & O., are seeking authority to serve as N. Y. C. directors. Hearing in the proceedings is scheduled for September 15 at the commission's Washington, D. C., offices before C. E. Bowles, assistant director of the commission's Bureau of Finance.

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$6,000,000 of Series Z equipment trust certificates, the proceeds of which will be applied toward the purchase price of equipment estimated to cost \$8,112,403, as outlined in *Railway Age* of June 28, page 1329. The certificates will mature in 20 equal semi-annual installments starting January 1, 1948, and ending July 1, 1957. The report also approves a selling price of 99.1405 with a 1½ per cent interest rate, the bid of Halsey, Stuart & Co., Inc., and associates, on which basis the average annual cost will be approximately 2.04 per cent.

DELAWARE, LACKAWANNA & WESTERN.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$2,800,000 of Series F equipment trust certificates, the proceeds of which will be applied toward the purchase of the following Diesel-electric locomotives from the Electro-Motive Division of the General Motors Corporation: 3 4,500-hp. 3 unit type, F-3, combination freight and passenger locomotives, at an estimated unit price of \$448,878 each; 6 3,000-hp. 2 unit type, F-3, freight locomotives, at an estimated cost of \$290,137 each; and 1 4,500-hp. 3 unit type, F-3, freight locomotive, at \$450,000. The certificates would be dated August 15 and sold on the basis of competitive bidding.

ILLINOIS CENTRAL.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$11,360,000 of Series Y equipment trust certificates, the proceeds of which would be applied toward the cost of 3,815 steel freight cars—including 1,815 50-ton box cars, 500 40-ton box cars and 1,500 50-ton hoppers—which the applicant will build in its own shops at Centralia, Ill. Cost of the cars will range from \$3,350 to \$4,008 per unit, the total expenditure to be approximately \$14,214,609. The certificates would be dated August 1 and sold on the basis of competitive bidding.

MISSOURI PACIFIC.—Bonds of Union and Iron Mountain.—The Union and its lessor, the Iron Mountain, have filed with the Interstate Commerce Commission applications for authorizations to extend the maturity dates of bonds which are owned by the M. P. The Union bonds are \$1,000,000 of first-mortgage 5s on which it would extend the maturity date from August 1, 1947, to August 1, 1967. The Iron Moun-

tain bonds are \$500,000 of first-mortgage 6s on which it would extend the maturity date from August 1, 1947, to January 31, 1965.

NEW YORK, NEW HAVEN & HARTFORD.—Use of Boston Terminal.—Division 4 of the Interstate Commerce Commission has submitted this road's approved plan of reorganization to S. Lewis Barbour, trustee of the Boston Terminal Company, so that he may exercise his right under the plan to elect whether he will exclude the reorganized New Haven from the use of the Terminal Company's properties and file a proof of claim for damages, or will accept the terms proposed in the plan for continued occupation and use of the properties by the New Haven and thereby waive all claims of damages and all claims for compensation other than such compensation as is provided in the plan. The submission was by a supplemental order entered July 24 in the New Haven reorganization proceeding.

The Terminal Company properties include Boston's South Station, and the Webster & Atlas National Bank of Boston, trustee under the Terminal Company bond issues, recently asked the commission to authorize abandonment of the station—that application being a preliminary step toward foreclosing the mortgage securing the bond issues.

NEW YORK, CHICAGO & ST. LOUIS.—Control of Wheeling & Lake Erie.—Division 4 of the Interstate Commerce Commission this week paved the way for this road to carry out its plan to acquire further control of the Wheeling & Lake Erie through purchases of remaining Chesapeake & Ohio and Alleghany Corporation holdings of that road's stock. The division authorized the Nickel Plate to issue (1) a serial collateral note or notes for not exceeding \$6,000,000, the proceeds of which will be applied toward the purchase of 115,423 shares of prior-lien stock and 1,658 shares of preferred stock of the W. & L. E.; and (2) not exceeding \$10,000,000 of Series E 3¼ per cent refunding-mortgage bonds. All or any part of the bonds and the prior-lien stock will be pledged as collateral security for the note or notes. As noted in *Railway Age* of July 5, page 65, the commission withheld its order authorizing the issue and pledge of the securities pending the receipt of additional information. The \$6,000,000 loan, to be evidenced by the note or notes, has been arranged with the Mellon National Bank & Trust Co., which submitted the most favorable bid, a 2.24 per cent interest rate.

NEW YORK, CHICAGO & ST. LOUIS.—Equipment Trust Certificates.—Division 4 of the Interstate Commerce Commission has authorized this company to assume liability for \$1,350,000 of 1½ per cent equipment trust certificates, the proceeds of which will be applied toward the acquisition of 19 type 4-0-4 1,000-hp. Diesel-electric standard switching locomotives, estimated to cost \$1,700,898. The locomotives will be acquired from the American Locomotive Company, Baldwin Locomotive Works and the Electro-Motive Division of the General Motors Corporation, as outlined in

Railway Age of June 28, page 1329. The certificates will mature in 10 equal annual installments, starting July 15, 1948. The report also approves a selling price of 99.442 with a 1½ per cent interest rate, the bid of the National City Bank of Cleveland, Ohio, and three other banks, on which basis the average annual cost will be approximately 1.98 per cent.

NEW YORK, ONTARIO & WESTERN.—Trustees' Certificates.—Acting upon a request of the applicants, Division 4 of the Interstate Commerce Commission has dismissed, without prejudice, the application of trustees of this road for authority to issue \$450,000 of trustees' certificates. (See *Railway Age* of March 8, page 520.)

SOUTHERN PACIFIC.—Equipment Trust Certificates.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$11,400,000 of Series V equipment trust certificates, to be dated August 1 and sold on the basis of competitive bidding, the proceeds of which will be applied toward the purchase of the following freight cars:

Description and Builder	Estimated Unit Price
2,500 50-ton box cars (Pullman-Standard Car Manufacturing Company)	\$4,196
500 50-ton automobile box cars, without auto loading equipment (Pressed Steel Car Company)	4,580
500 50-ton gondola cars (Ralston Steel Car Company)	3,486
100 70-ton gondola cars (Texas & New Orleans shops)	7,423

Average Prices Stocks and Bonds

	July 29	Last week	Last year
Average price of 20 representative railway stocks	46.88	49.99	60.78
Average price of 20 representative railway bonds	90.03	90.04	97.15

Dividends Declared

Reading.—4% 1st preferred, 50¢, quarterly, payable September 11 to holders of record August 21.

Southern.—75¢, quarterly, payable September 15 to holders of record August 15.

Western of Alabama.—\$2.00, payable August 1 to holders of record July 25.

Organizations

Meetings and Conventions

The following list gives names of secretaries, dates of next or regular meetings and places of meetings:

ALLIED RAILWAY SUPPLY ASSOCIATION.—C. F. Weil, American Brake Shoe Company, 332 S. Michigan Ave., Chicago 4, Ill. Exhibit in conjunction with meetings of the Coordinated Mechanical Associations, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

AMERICAN ASSOCIATION OF BAGGAGE TRAFFIC MANAGERS.—E. P. Soebbing, 1450 Railway Exchange Bldg., St. Louis 1, Mo. Annual meeting, October 9-10, 1947, Rice Hotel, Houston, Tex.

AMERICAN ASSOCIATION OF PASSENGER TRAFFIC OFFICERS.—B. D. Branch, C. R. R. of N. J., 143 Liberty St., New York 6, N. Y.

AMERICAN ASSOCIATION OF RAILROAD SUPERINTENDENTS.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill.

AMERICAN ASSOCIATION OF RAILWAY ADVERTISING AGENTS.—E. A. Abbott, 1103 Cleveland St., Evanston, Ill.

AMERICAN RAILWAY BRIDGE AND BUILDING ASSOCIATION.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 16-18, 1947, Hotel Stevens, Chicago.

AMERICAN RAILWAY CAR INSTITUTE.—W. C. Tabbert, 19 Rector St., New York 6, N. Y.

AMERICAN RAILWAY DEVELOPMENT ASSOCIATION.—W. J. Walsh, B. & O. R. R., Baltimore 1, Md. Annual meeting, April 5-7, 1948, Hotel Roosevelt, New Orleans, La.

AMERICAN RAILWAY ENGINEERING ASSOCIATION.—Works in cooperation with the Association of American Railroads, Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 16-18, 1948, Chicago, Ill.

AMERICAN RAILWAY MAGAZINE EDITORS' ASSOCIATION.—Clifford G. Massoth, Illinois Central Magazine, 135 E. 11th Pl., Chicago 5, Ill.

AMERICAN SHORT LINE RAILROAD ASSOCIATION.—J. P. Nye, Tower Bldg., Washington 5, D. C. Annual meeting, October 21-22, 1947, Hotel New Yorker, New York, N. Y.

AMERICAN SOCIETY FOR TESTING MATERIALS.—R. J. Painter, Asst. Secretary, 1916 Race St., Philadelphia 3, Pa.

AMERICAN SOCIETY OF MECHANICAL ENGINEERS.—C. E. Davies, 29 W. 39th St., New York 18, N. Y. Annual meeting, December 1-5, 1947, Chalfonte-Haddon Hall, Atlantic City, N. J.

Railroad Division.—E. L. Woodward, Railroad Mechanical Engineer, 105 W. Adams St., Chicago 3, Ill.

AMERICAN TRANSIT ASSOCIATION.—A. W. Baker, 292 Madison Ave., New York 17, N. Y.

AMERICAN WOOD-PRESERVERS' ASSOCIATION.—H. L. Dawson, 1427 Eye St., N. W., Washington 5, D. C. Annual meeting, April 27-29, 1948, St. Paul, Minn.

ASSOCIATED TRAFFIC CLUBS OF AMERICA, INC.—R. A. Ellison, Cincinnati Chamber of Commerce, 1203 C. of C. Bldg., Cincinnati 2, O. Annual meeting, October 6-8, 1947, Lord Baltimore Hotel, Baltimore, Md.

ASSOCIATION OF AMERICAN RAILROAD DINING CAR OFFICERS.—W. F. Ziervogel, 605 S. Ranken Ave., St. Louis 3, Mo. Annual meeting, October 7-9, 1947, Claridge Hotel, Atlantic City, N. J.

ASSOCIATION OF AMERICAN RAILROADS.—George M. Campbell, Transportation Bldg., Washington 6, D. C.

Operations and Maintenance Department.—J. H. Aydelott, Vice-president, Transportation Bldg., Washington 6, D. C.

Operating-Transportation Division.—L. R. Knott, 59 E. Van Buren St., Chicago 5, Ill.

Operating Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Transportation Section.—H. A. Eaton, 59 E. Van Buren St., Chicago 5, Ill.

Communications Section.—W. A. Fairbanks, 30 Vesey St., New York 7, N. Y. Annual Meeting, October 21-23, 1947, Roney Plaza Hotel, Miami Beach, Fla.

Fire Protection and Insurance Section.—W. F. Steffens, New York Central, Room 3317, 230 Park Avenue, New York 17, N. Y. Annual Meeting, October 21-22, 1947, Chicago, Ill.

Freight Station Section.—W. E. Todd, 59 E. Van Buren St., Chicago 5, Ill.

Medical and Surgical Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Protective Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Safety Section.—J. C. Caviston, 30 Vesey St., New York 7, N. Y.

Engineering Division.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill.

Construction and Maintenance Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, March 16-18, 1948, Chicago, Ill.

Electrical Section.—W. S. Lacher, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, September 30, 1947, Hotel Sherman, Chicago, Ill.

Signal Section.—R. H. C. Balliet, 30 Vesey St., New York 7, N. Y. Annual meeting, September 11-13, 1947, Edgewater Beach Hotel, Chicago, Ill.

Mechanical Division.—Arthur C. Brown, 59 E. Van Buren St., Chicago 5, Ill.

Electrical Section.—J. A. Andreucetti, 59 E. Van Buren St., Chicago 5, Ill. Annual meeting, October 1-2, 1947, Hotel Sherman, Chicago, Ill.

Purchases and Stores Division.—W. J. Farrell (Executive Vice-Chairman), Transportation Bldg., Washington 6, D. C.

Freight Claim Division.—Lewis Pilcher, Exec. Vice-Chairman, 59 E. Van Buren St., Chicago 5, Ill.

Motor Transport Division.—Transportation Bldg., Washington 6, D. C.

Car Service Division.—W. C. Kendall, Chairman, Transportation Bldg., Washington 6, D. C.

Finance Accounting, Taxation and Valuation Department.—E. H. Bunnell, Vice-President, Transportation Bldg., Washington 6, D. C.

Accounting Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C.

Treasury Division.—E. R. Ford, Transportation Bldg., Washington 6, D. C. Annual meeting, October 8-10, 1947, New Ocean House, Swampscott, Mass.

Traffic Department.—A. F. Cleveland, Vice-President, Transportation Bldg., Washington 6, D. C.

ASSOCIATION OF RAILWAY CLAIM AGENTS.—F. L. Johnson, Alton R. R., 340 W. Harrison St., Chicago 7, Ill.

BRIDGE AND BUILDING SUPPLY MEN'S ASSOCIATION.—E. C. Gunther, Duff-Norton Mfg. Co., 122 S. Michigan Ave., Chicago 3, Ill. Exhibit in conjunction with American Railway Bridge and Building Association Convention, September 15-18, 1947, Hotel Stevens, Chicago, Ill.

CANADIAN RAILWAY CLUB.—C. R. Crook, 4415 Marcl Ave., N. D. G., Montreal 28, Que. Regular meetings second Monday of each month, except June, July and August, Mount Royal Hotel, Montreal, Que.

CAR DEPARTMENT ASSOCIATION OF ST. LOUIS.—J. J. Sheehan, 1101 Missouri Pacific Bldg., St. Louis 3, Mo. Regular meetings, third Tuesday of each month, except June, July and August, Hotel De Soto, St. Louis, Mo.

CAR DEPARTMENT OFFICERS' ASSOCIATION.—F. H. Stremmel, 6536 Oxford Ave., Chicago 31, Ill. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

CAR FOREMEN'S ASSOCIATION OF CHICAGO.—W. E. Angier, chief A. A. R. clerk, C. B. & Q. R. R., 547 W. Jackson Blvd., Chicago 6, Ill. Regular meetings, second Monday of each month, except June, July and August, Union Station, Chicago, Ill.

CENTRAL RAILWAY CLUB OF BUFFALO.—R. E. Mann, 1840-42 Hotel Statler, McKinley Square, Buffalo 5, N. Y. Regular meetings, second Thursday of each month, except June, July and August, Hotel Statler, Buffalo, N. Y.

CHICAGO LUNCHEON CLUB OF MILITARY RAILWAY SERVICE VETERANS.—Col. R. O. Jensen, Schiller Park, Ill. Luncheon, second Wednesday of each month, Chicago Traffic Club, Palmer House, Chicago, Ill.

EASTERN ASSOCIATION OF CAR SERVICE OFFICERS.—H. J. Hawthorne, Union Railroad, East Pittsburgh, Pa.

EASTERN CAR FOREMAN'S ASSOCIATION.—W. P. Dizard, 30 Church St., New York 7, N. Y. Regular meetings, second Friday of January, February (Annual Dinner), March, April, May, October and November, 29 W. 39th St., New York, N. Y.

LOCOMOTIVE MAINTENANCE OFFICERS' ASSOCIATION.—C. M. Linscomb, 1721 Parker Street, North Little Rock, Ark. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

MASTER BOILER MAKERS' ASSOCIATION.—A. F. Stiglmeier, 29 Parkwood St., Albany 3, N. Y. Annual meeting September 15-18, 1947, Hotel Sherman, Chicago, Ill.

NATIONAL ASSOCIATION OF RAILROAD AND UTILITIES COMMISSIONERS.—Ben Smart, 7413 New Post Office Bldg., Washington 25, D. C.

NATIONAL ASSOCIATION OF SHIPPERS' ADVISORY BOARDS.—F. J. Armstrong, United States Radiator Corporation, United Artists Bldg., Detroit, Mich. Annual meeting, October 27-28, 1947, Jefferson Hotel, St. Louis, Mo.

NATIONAL INDUSTRIAL TRAFFIC LEAGUE.—Edward F. Lacey, Suite 450, Munsey Bldg., Washington 4, D. C. Annual Meeting, November 20-21, 1947, Palmer House, Chicago, Ill.

NATIONAL RAILWAY APPLIANCE ASSOCIATION.—C. H. White, Room 1826, 208 S. La Salle St., Chicago 4, Ill. Meeting and exhibit in connection with A. R. E. A. Convention, March 15-18, 1948, Amphitheatre, Chicago, Ill.

NEW ENGLAND RAILROAD CLUB.—W. E. Cade, Jr., 683 Atlantic Ave., Boston 11, Mass. Regular meetings, second Tuesday of each month, except June, July, August and September, Hotel Vendome, Boston, Mass.

NEW YORK RAILROAD CLUB.—D. W. Pye, 30 Church St., New York 7, N. Y. Regular meetings, third Thursday of each month, except June, July, August, September and December, 29 W. 39th St., New York, N. Y.

NORTHWEST CARMEN'S ASSOCIATION.—E. N. Myers, Minnesota Transfer Ry., 1434 Iowa Ave., St. Paul 4, Minn. Regular meetings, first Monday of each month, except June, July and August, Midway Club, 1931 University Ave., St. Paul, Minn.

PACIFIC RAILWAY CLUB.—William S. Wollner, P. O. Box 458, San Rafael, Cal. Regular meetings, second Thursday of each alternate month at Palace Hotel, San Francisco, Cal., and Hotel Billmore, Los Angeles, Cal.

RAILWAY BUSINESS ASSOCIATION.—P. H. Middleton, First National Bank Bldg., Chicago 3, Ill. Annual dinner, November, 1947, Hotel Stevens, Chicago, Ill.

RAILWAY CLUB OF PITTSBURGH.—J. D. Conway, 308 Keenan Bldg., Pittsburgh, Pa. Regular meetings, fourth Thursday of each month, except June, July and August, Fort Pitt Hotel, Pittsburgh, Pa.

RAILWAY ELECTRIC SUPPLY MANUFACTURERS' ASSOCIATION.—I. McC. Price, Allen-Bradley Company, 624 W. Adams St., Chicago 6, Ill.

RAILWAY FUEL AND TRAVELING ENGINEERS' ASSOCIATION.—T. Duff Smith, Room 811, Utilities Bldg., 327 S. La Salle St., Chicago 4, Ill. Annual meeting, September 15-18, 1947, Hotel Sherman, Chicago, Ill.

RAILWAY SUPPLY MANUFACTURERS' ASSOCIATION.—A. W. Brown, Room 1424, 30 Church St., New York 7, N. Y.

RAILWAY TELEGRAPH AND TELEPHONE APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with Communications Section, of A. A. R.

RAILWAY TIE ASSOCIATION.—Roy M. Edmonds, 610 Shell Bldg., St. Louis 3, Mo. Annual meeting, September 23-25, 1947, Arlington Hotel, Hot Springs, Ark.

ROADMASTERS' AND MAINTENANCE OF WAY ASSOCIATION.—Miss Elise LaChance, Room 901, 431 S. Dearborn St., Chicago 5, Ill. Annual meeting, September 16-18, 1947, Hotel Stevens, Chicago, Ill.

SIGNAL APPLIANCE ASSOCIATION.—G. A. Nelson, Waterbury Battery Company, 30 Church St., New York 7, N. Y. Meets with A. A. R. Signal Section.

SOUTHERN AND SOUTHWESTERN RAILWAY CLUB.—A. T. Miller, 4 Hunter St., S. E., Atlanta, Ga. Regular meetings, third Thursday in January, March, May, July, September and November, Ansley Hotel, Atlanta, Ga.

SOUTHERN ASSOCIATION OF CAR SERVICE OFFICERS.—D. W. Brantley, C. of Ga., Savannah, Ga.

TORONTO RAILWAY CLUB.—D. M. George, P. O. Box 8, Terminal "A," Toronto 2, Ont. Regular meetings, fourth Monday of each month, except June, July and August, Royal York Hotel, Toronto, Ont.

TRACK SUPPLY ASSOCIATION.—Lewis Thomas, O. and C. Company, 59 E. Van Buren St., Chicago 5, Ill. Exhibit in conjunction with Roadmasters' and Maintenance of Way Association Convention, September 15-18, 1947, Hotel Stevens, Chicago, Ill.

UNITED ASSOCIATIONS OF RAILROAD VETERANS.—Roy E. Collins, 225 Bidwell Ave., Westleigh, Staten Island 2, N. Y.

WESTERN RAILWAY CLUB.—E. E. Thulin, Suite 339, Hotel Sherman, Chicago, Ill. Regular meetings, third Monday of each month, except January, June, July, August and September, Hotel Sherman, Chicago, Ill.

Abandonments

BOSTON & MAINE.—Division 4 of the Interstate Commerce Commission has authorized this company and its lessor, the Vermont & Massachusetts, to abandon, including abandonment of operation by the former, a 1.5-mile line from Greenfield, Mass., to Montague. The commission also has authorized the applicants to acquire a substitute line.

GREAT WESTERN.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon 23 miles of line from a point near Milliken, Colo., to the end of the Wattenberg branch. The report noted that the Union Pacific has lines paralleling the branch at distances east and west thereof ranging up to about three miles. The division imposed the usual employee-protection conditions.

NEW YORK, SUSQUEHANNA & WESTERN.—This road has asked the Interstate Commerce Commission to issue a certificate stipulating that public convenience and necessity permit abandonment by the New York Central and the New Jersey Junction of operation under trackage rights over Susquehanna trackage at Edgewater, N. J. At the same time, the applicant also seeks commission authority to abandon its trackage rights over the N. Y. C.'s adjoining so-called Shore Line section.

The applicant contended in part that the trackage rights agreements were created to its disadvantage in 1904 when, it said, it was under control of the Erie and had no independent voice in the latter's negotia-

tions with the N. Y. C. and that the N. Y. C. cannot physically exercise its trackage rights in any manner compatible with good transportation service. It asserted that the exercise by the N. Y. C. of trackage rights over the Susquehanna has been accomplished only by the latter handling N. Y. C. cars as its agent, which services, it said, has resulted in "burdensomely low" compensation. The applicant added that its payments for use of the N. Y. C. tracks have been "disproportionately large."

The applicant also contended that the termination of the trackage rights agreements would not result in disadvantage to shippers. "The same railroad which now physically handles all the traffic, namely the . . . Susquehanna, would continue to do so," it said.

PACIFIC ELECTRIC.—This road has applied to the Interstate Commerce Commission for authority to abandon approximately 2.1 miles of track in Los Angeles, Calif.

UNION PACIFIC.—Examiner J. K. Lyle has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize abandonment by the Oregon Short Line and abandonment of operation by its lessee, the Union Pacific, of a line from Warren, Idaho, to Murphy, 10.9 miles. At the same time, however, the examiner recommended that the commission deny the request for authority to abandon from Stoddard to Warren, 2 miles.

According to the report, retention of the line as far as Warren would enable the applicants to retain traffic, principally livestock and agricultural products, which "otherwise may be diverted to truck."

UNION PACIFIC.—This road and its lessor, the Oregon Short Line, have applied to the Interstate Commerce Commission for authority to abandon, including abandonment of operation by the former, a line extending 2.9 miles from College Junction, Utah, to College.

WEST FELICIANA. — Examiner J. S. Pritchard has recommended in a proposed report that Division 4 of the Interstate Commerce Commission conditionally authorize this road to abandon its entire line, extending approximately 17.8 miles from a connection with the Yazoo & Mississippi Valley (Illinois Central) at St. Francisville, La., to Angola, site of a Louisiana penal institution and principal user of the road. The abandonment was recommended subject to the condition that the line, or any portion thereof, be sold to the state of Louisiana or any responsible party offering to purchase it for continued operation and willing to pay not less than its net salvage value. Operation was discontinued in November, 1946, when several bridges were severely damaged.

The examiner's report noted in part that the applicant offered to sell the line in December, 1946, to the Louisiana Department of Institutions for \$125,000, but withdrew its unaccepted offer the following March. According to the report, the governor of Louisiana and that state's public service commission contend that a state constitutional provision prohibits the state from operating a common carrier.

Railway Officers

EXECUTIVE

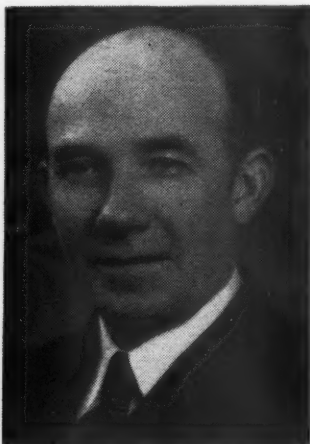
J. A. Moran, superintendent of the St. Louis-San Francisco at Memphis, Tenn., has been appointed assistant to the president, with the same headquarters, a newly created position.

FINANCIAL, LEGAL AND ACCOUNTING

E. C. Reddington has been appointed auditor of overcharge claims of the Louisville & Nashville, with headquarters at Louisville, Ky., succeeding **H. L. Miller**, deceased.

S. A. Bertelsen, general sales agent in the land department of the Northern Pacific, has been promoted to eastern land agent, with headquarters at St. Paul, Minn., succeeding **J. H. Cook**, deceased.

John A. Wood, whose promotion to assistant comptroller of the Chicago & North Western, at Chicago, was reported in *Railway Age* of July 12, was born at Chicago on September 12, 1891, and graduated by the Illinois Institute of Technology in 1913 with the degree B.S. in C.E. He entered the service of the North Western on December 16, 1918, as an instrumentman, at Chicago, and became assistant



John A. Wood

engineer in March, 1920. After five years in private employment, Mr. Wood returned to the North Western in November, 1928, as an instrumentman at Chicago. He was appointed assistant engineer in July, 1929, and cost engineer in June, 1936. In March, 1943, he was advanced to auditor of capital expenditures, the position he held at the time of his recent promotion.

OPERATING

C. T. Alford, a conductor on the Union Pacific, has been promoted to terminal trainmaster, with headquarters at Denver, Colo., a newly created position.

W. M. Russell, assistant superintendent of the Canadian Pacific at Brandon, Man.,

has been appointed acting superintendent, Brandon division.

X. R. Campbell, superintendent of the St. Louis-San Francisco at Chaffee, Mo., has been transferred to Memphis, Tenn., where he succeeds **J. A. Moran**, appointed assistant to the president, at Memphis. **H. H. DeBerry**, assistant superintendent at Springfield, Mo., has been promoted to superintendent, with headquarters at Chaffee, succeeding Mr. Campbell.

J. J. O'Toole, superintendent of the Twin City terminals of the Chicago, Milwaukee, St. Paul & Pacific, at Minneapolis, Minn., has been appointed general superintendent of terminals, with headquarters at Chicago, a newly created position. **C. E. Crippen**, chairman of the president's committee, at Chicago, succeeds Mr. O'Toole as superintendent of the Twin City terminals, at Minneapolis.

H. W. Hale, superintendent of the St. Louis-San Francisco at Springfield, Mo., has been appointed superintendent of transportation with the same headquarters. **R. J. Stone**, superintendent at Fort Scott, Kan., has been transferred to Springfield to replace Mr. Hale. **A. M. Ball**, superintendent of transportation at Springfield, has been appointed superintendent at Fort Scott to succeed Mr. Stone.

G. E. Rollins, superintendent transportation of the Atlantic Coast Line at Savannah, Ga., has been appointed acting general superintendent of the Western division at Atlanta, Ga. **J. C. Mixon** has been appointed acting superintendent transportation of the Northern division, with headquarters at Savannah. **W. D. Quarles, Jr.**, road foreman of engines at Florence, S. C., has been appointed acting trainmaster of the Columbia district at Florence.

Alfred F. Hall, superintendent of the Commercial division, New York City department of the Railway Express Agency, has been appointed superintendent of the Vehicle division, at New York, succeeding **August Wilkoc**, who has retired. Mr. Wilkoc's 45 years of service in the express business were spent in New York, with the exception of three years in Albany, N. Y., as superintendent of the Eastern New York division of the agency. He was appointed motor vehicle superintendent on February 1, 1937.

M. I. Dunn, division superintendent of the Chesapeake & Ohio at Peru, Ind., has been appointed general superintendent of the Chicago division, with the same headquarters, succeeding **G. J. Derbyshire**, retired. **G. A. Robinson** has been appointed general safety agent, with headquarters at Richmond, succeeding **L. G. Bentley**, retired. **E. L. Morrison, Jr.**, supervisor of terminals at Huntington, W. Va., has been appointed assistant superintendent freight transportation at Richmond, succeeding **A. W. Duke**, who has been appointed car accountant at Richmond, replacing **S. J. Pollack**, retired. **I. H. Richards** has been appointed assistant superintendent of the Russell division at Russell, Ky., succeeding **C. H. Snedegar**, retired. **P. J. Koebel** has been appointed

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LIMA LOCOMOTIVE WORKS



INCORPORATED, LIMA, OHIO

assistant to superintendent of the Hocking division, with headquarters at Columbus, Ohio, succeeding **J. S. Welsh**, retired. **W. H. Barksdale** has been appointed trainmaster of the Piedmont, Washington and Virginia Air Line subdivisions, with headquarters at Charlottesville, Va., succeeding **E. F. Houff**, who has been transferred to the Alleghany, Greenbrier and Hot Springs subdivisions and Covington yard, with headquarters at Clifton Forge, Va., to succeed **H. M. Eddins** and **E. M. Curry**, retired. **C. C. Madison** has been appointed trainmaster at St. Albans, W. Va., succeeding **F. S. Harris**, who has been promoted to assistant superintendent of the Huntington division at Huntington. **W. F. Stone** has been appointed terminal trainmaster at Huntington, succeeding **E. M. Green**, retired.

TRAFFIC

L. G. Sak, traveling passenger agent of the Southern at Cincinnati, Ohio, has been promoted to district passenger agent at Kansas City, Mo., succeeding **W. Q. Walpole**.

Hiram T. Askew, assistant general passenger agent of the Chesapeake & Ohio at Richmond, Va., has been promoted to general passenger agent, with the same headquarters.

H. H. McIntyre, industrial agent of the Wabash at St. Louis, Mo., has been appointed general industrial agent, with the same headquarters. **H. C. Kniebush** has been appointed industrial agent, with headquarters at St. Louis.

Malcolm O. Strom, traveling passenger agent of the Atchison, Topeka & Santa Fe at Chicago, has been appointed division passenger agent in charge of the new ticket office at 238 South Michigan boulevard, Chicago, which was opened on August 1.

M. L. Austin, industrial commissioner of the St. Louis-San Francisco at St. Louis, Mo., has been appointed director of industrial development, with the same headquarters. He assumes the duties formerly held by **T. H. Banister**, whose appointment as assistant vice-president, traffic, at St. Louis, was reported in the *Railway Age* of May 31.

E. A. Olson, assistant general freight agent of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., has been appointed assistant freight traffic manager, at Chicago, succeeding **C. V. Gallagher**, who has retired. **A. T. Peterson** has been appointed assistant general freight agent at Minneapolis. **H. O. Newgard** has been appointed assistant general freight agent—rates at Minneapolis.

Wallace M. Snow, wartime deputy assistant chief of transportation for the Army in the European theater, has been appointed general eastern freight agent of the New York Central system, with headquarters at New York. **H. D. Vail** and **T. M. Shalloe**, assistant general freight agents at New York, have been appointed general freight agents at that point. **E. D. Snow** has been appointed

assistant general freight agent at New York.

E. F. Stone, whose promotion to general western freight agent of the Norfolk & Western, at Chicago, was reported in *Railway Age* of July 5, was born at Lynchburg, Pa., on September 30, 1895, and entered the service of the N. & W. on June 28, 1914, as a yard clerk at Lynchburg. From April 15, 1916, to February 15, 1922, he served in various clerical positions in the general agent's office at Lynchburg. On the latter date Mr. Stone was appointed traveling freight agent at Atlanta, Ga., and on July 1, 1924, he became commercial agent at Knoxville, Tenn., whence on January 1, 1931, he was transferred to Atlanta. On April 1, 1946, he was advanced to general agent at Jacksonville, Fla., the position he held at the time of his recent promotion.

O. K. Daly, general agent of the Grand Trunk Western at Seattle, Wash., has been transferred to Pittsburgh, Pa., succeeding **W. J. Hickey**, who has retired. **C. J. Restall**, general agent at Memphis, Tenn., has been transferred to Seattle, to replace Mr. Daly. **G. M. Newby**, traveling freight agent at Battle Creek, Mich., has been appointed general agent at Memphis, succeeding Mr. Restall.

E. G. Baker, whose promotion to general traffic manager of the St. Louis-San Francisco, at St. Louis, Mo., was reported in *Railway Age* of July 19, entered the service of the Frisco in 1914 as ticket clerk and passenger agent at St. Louis. Two years later he was transferred to Cincinnati, Ohio, where he remained for two years. Later he represented the Frisco at Tulsa, Okla., Kansas City, Mo., St. Louis,



E. G. Baker

and Chicago. In 1934 he was named assistant general passenger agent at St. Louis, and three years later he was promoted to general passenger agent. In the latter part of 1944 Mr. Baker was advanced to passenger traffic manager, the position he held at the time of his recent promotion.

W. A. Young, whose promotion to freight traffic manager of the St. Louis-San Francisco, at St. Louis, Mo., was reported in *Railway Age* of July 12, was born at Halltown, Mo., on January 27, 1901. After short periods of service on three other railroads, he entered the service of the Frisco in October, 1920, and served as

telegraph operator, local agent, car distributor, and train dispatcher. Later he transferred to the traffic department, where he served as clerk, assistant chief clerk, and city freight and passenger agent at Kansas City, Mo., until 1942. On April



W. A. Young

6, 1942, he was advanced to general agent at Little Rock, Ark., whence on November 15, 1945, he was transferred to Atlanta, Ga., where he remained until his recent promotion.

Nels Kinell, whose retirement as assistant passenger traffic manager of the Southern Pacific at Los Angeles, Cal., was reported in *Railway Age* of July 5, was born in Sweden on October 9, 1881; entered the service of the Southern Pacific in 1901, at San Francisco, Cal.; and served until 1907 as a stenographer and clerk. He became secretary to the passenger traffic manager in November, 1907, chief clerk, general passenger office, in 1912, and assistant general passenger agent in 1920. In November, 1924, he was appointed general passenger agent at El Paso, Tex., whence in July, 1925, he was transferred to San Francisco, where he was promoted to assistant passenger traffic manager in May, 1927. Mr. Kinell was named assistant general passenger traffic manager in November, 1929, and served in that capacity until August, 1933, when he was appointed assistant general passenger agent at Los Angeles. In November, 1946, he was advanced to assistant passenger traffic manager, the position he held at the time of his retirement.

ENGINEERING & SIGNALING

O. E. Bell, assistant engineer in the engineering department of the Illinois Central, at Chicago, has retired after 40 years of service.

F. T. Kraft, supervisor of track of the Illinois Central at Dubuque, Iowa, has been promoted to division engineer at McComb, Miss., succeeding **E. H. Lewis**, who has been transferred to Memphis, Tenn., where he replaces **J. W. Welling**, who has retired after 47 years of service.

MECHANICAL

T. C. Perkins, general foreman car department of the Central of Georgia at

LESS FUEL

This curve shows a comparison of fuel consumption by a modern locomotive when equipped with piston valves and when equipped with the Franklin System of Steam Distribution. In both cases horsepower at rear of tender is the same. It is the drawbar horsepower developed by the piston-valve locomotive with steam consumption of 90,000 lbs. per hour.

Computations based on:

Type 4-8-4

Cylinders 25" x 32"

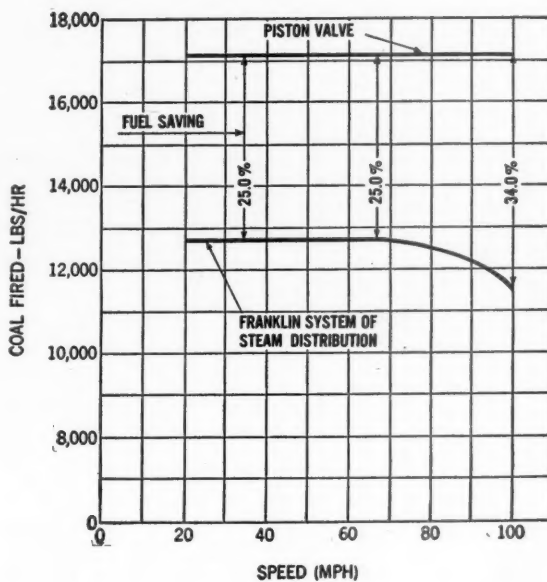
Driving Wheels 80"

Boiler Pressure 300 lb

Steam Temperature 730° F

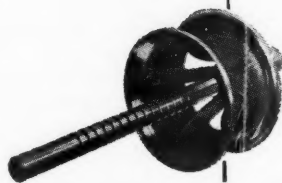
Total Heating Surface 4225 sq ft

Grate Area 100.2 sq ft



used by a locomotive equipped with the Franklin System of Steam Distribution

This curve shows the savings in fuel consumption that may be expected from a modern locomotive when it is equipped with the Franklin System of Steam Distribution.



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AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

August 2, 1947

Macon, Ga., has been appointed superintendent car department, with headquarters at Savannah, Ga., succeeding **Charles H. Eitel**, who has been appointed general foreman passenger car repairs at Savannah. Mr. Perkins entered the service of the Central of Georgia on March 13, 1929, as A. A. R. clerk at Industry, Ga., and was promoted to assistant car shop foreman at Columbus, Ga., on September 1, 1932. He became general foreman car department at Macon on May 1, 1938, which position he held until his recent appointment.

Mr. Eitel's entire service with the Central of Georgia has been at Savannah, where he was first employed as a clerk in the accounting department in October, 1911. One month later he transferred to the mechanical department as apprentice draftsman, being advanced to draftsman in April, 1917. Mr. Eitel was appointed chief draftsman on September 1, 1937, engineer of tests on April 1, 1938, and superintendent car department on May 1, 1944.

PURCHASES AND STORES

M. B. Moore, whose promotion to assistant general purchasing agent of the Chicago & North Western, with headquarters at Chicago, was reported in *Railway*



M. B. Moore

Age of July 19, was born at Mt. Vernon, Ind., on March 13, 1895; entered railroad service in December, 1914, with the Mobile & Ohio (now part of the Gulf, Mobile & Ohio), and served in various clerical capacities in the freight office until December, 1917, when he joined the armed forces. Upon his release he assumed duties as representative of the Missouri Pacific and the Wabash at wood preserving plants at Madison, Ill., and at East St. Louis. On January 1, 1924, Mr. Moore entered the service of the North Western in the tie and lumber inspection office at East St. Louis. In November, 1925, he was appointed assistant lumber buyer at Chicago, and ten years later he was advanced to lumber buyer, the position he held at the time of his recent promotion.

E. A. Busk, whose promotion to general purchasing agent of the Chicago & North Western, at Chicago, was reported in *Railway Age* of July 19, was born at Chicago on January 25, 1900, and entered the service of the North Western on Septem-

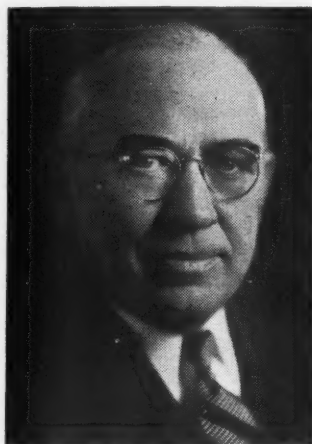
ber 27, 1921, as secretary to the general purchasing agent at Chicago. On July 16, 1926, he was appointed assistant fuel distributor, and on February 1, 1932, he was promoted to fuel distributor, in which



E. A. Busk

capacity he served until April 1, 1936, when he was advanced to assistant to the general purchasing agent, the position he held at the time of his recent promotion.

E. A. Clifford, whose retirement as general purchasing agent of the Chicago & North Western, at Chicago, was reported in *Railway Age* of July 19, was born in Ireland on August 12, 1878, and entered railroad service in 1900 in the purchasing department of the Atchison, Topeka & Santa Fe. During the period of federal control of the railroads, Mr. Clifford served on the purchasing commission of the Central Western Region. In 1926 he entered the service of the Chicago & North West-



E. A. Clifford

ern as general purchasing agent, at Chicago, the position he held at the time of his retirement.

A. J. Neault, whose retirement as assistant general purchasing agent of the Chicago & North Western, with headquarters at Chicago, was reported in *Railway Age* of July 19, was born at Marquette, Mich., on April 11, 1882, and entered the service of the Chicago & North Western in 1907, following short periods of service on three other roads. After serving in various clerical capacities, he became lum-

ber yard foreman in 1910, scrap yard foreman in 1911, and division storekeeper at Escanaba, Mich., in 1912. Mr. Neault was appointed supervisor of reclamation, Chicago shops, in 1920, and lumber buyer, purchasing department, in 1921. In 1928 he was promoted to assistant to the general purchasing agent, and in 1929 he was advanced to the position he held at the time of his retirement.

C. B. Hanover, assistant purchasing agent of the Chicago, Milwaukee, St. Paul & Pacific at Chicago, has been appointed purchasing agent, with the same headquarters, succeeding **G. H. Walder**, whose appointment as chief purchasing officer, at Chicago, was reported in *Railway Age* of July 12. **B. B. Melgaard**, assistant purchasing agent, has been appointed assistant to the chief purchasing officer, with headquarters as before at Chicago. **C. S. Finlayson**, assistant purchasing agent, has been appointed assistant to the chief purchasing officer, with headquarters as before at Seattle, Wash. **R. M. Radicke**, buyer at Chicago, has been appointed assistant purchasing agent, with the same headquarters. **F. Wood**, member of the president's committee, has been appointed general storekeeper at Milwaukee, Wis., succeeding **J. V. Miller**, who has been granted a leave of absence.

SPECIAL

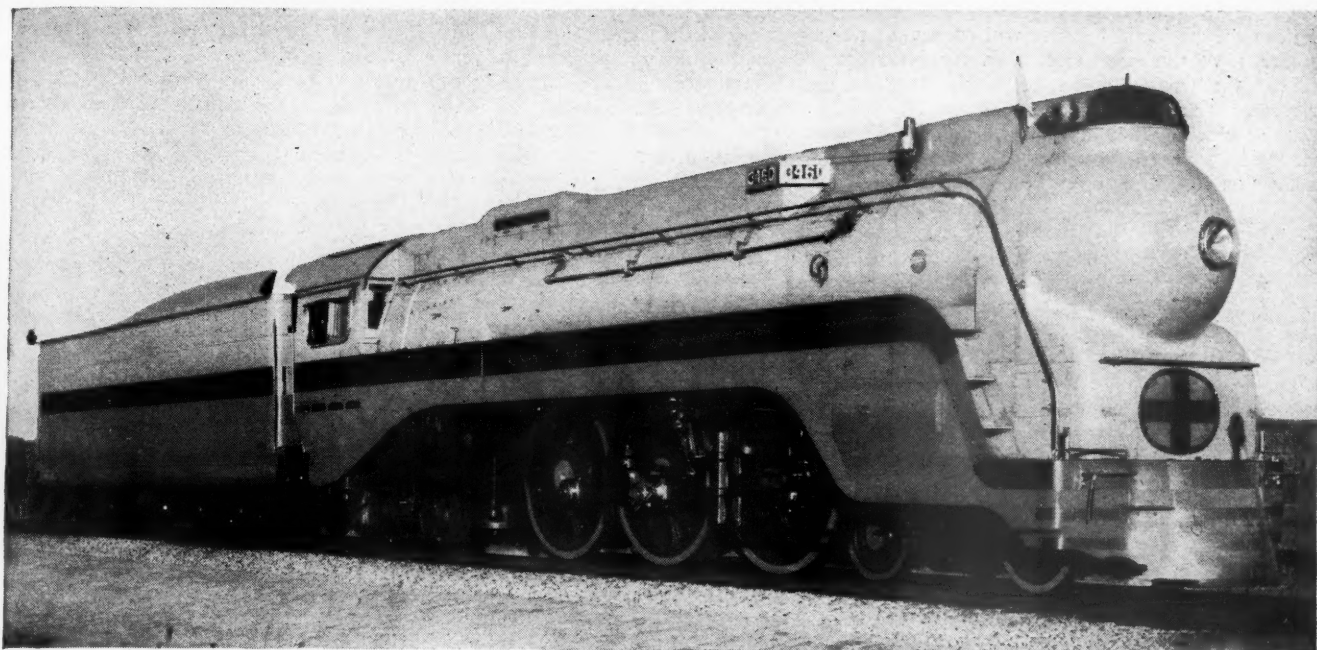
M. E. Cridlin and **G. M. Seaton, Jr.**, assistant chiefs of personnel of the Chesapeake & Ohio at Richmond, Va., have been appointed to the newly-created positions of directors of labor relations, with the same headquarters. **H. C. Foster**, **W. C. Jones** and **W. S. King, Jr.**, have been appointed assistant directors of labor relations, with headquarters at Richmond. **H. A. White**, assistant to assistant chief of personnel at Richmond, has been appointed assistant director of labor relations at Richmond. The positions of chief of personnel, assistant chief of personnel and assistant to chief of personnel have been abolished. **H. L. Taylor, Jr.**, **L. H. Leitwein** and **Warren G. Elliott** have been appointed assistants to directors of labor relations at Richmond.

OBITUARY

L. H. Roden, assistant engineer of the Chesapeake & Ohio, with headquarters at Richmond, Va., died in that city on July 2.

H. C. Argast, superintendent of the St. Louis Refrigerator Car Company, and superintendent of the car department of the Manufacturers Railway Company and the St. Louis & O'Fallon, at St. Louis, Mo., died in that city on July 9, as was announced in *Railway Age* of July 19.

Mr. Argast was born at St. Louis on January 16, 1891, and entered the service of the American Car & Foundry Co. in 1910, as a piece-work checker in the finishing shop. In September, 1913, he joined the American Refrigerator Transit Company as a clerk in the mechanical department. Released from the armed forces on July 22, 1919, he returned to the American Refrigerator Transit Company in his former capacity, and was promoted to chief



Streamlined Motive Power

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Security Circulators, in this oil-burning steam locomotive, produce a continuous flow of water from the side water-legs, through the Circulators over the center of the crown sheet.

Located right in the path of the hot gases, they also add a very effective heating area for speeding evaporation, thus improving the locomotive's steaming efficiency.

Security Circulators are applicable to either oil- or coal-burning locomotives and are being installed in existing locomotives as well as in new motive power.

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SECURITY CIRCULATOR DIVISION

clerk of the mechanical department on September 1, of the same year. Mr. Argast entered the service of the St. Louis Refrigerator Car Company on October 16, 1922, as chief clerk in the mechanical department, and was promoted to superintendent on November 6, 1925. On January



H. C. Argast

16, 1937, he was appointed superintendent of the car department of the Manufacturers and of the St. Louis & O'Fallon, assuming these duties in addition to his duties as superintendent of the St. Louis Refrigerator Car Company. He held these positions at the time of his death. Mr. Argast

was a member of the Car Department Officers Association, one of the prime movers in the reorganization of the Car Department Association of St. Louis in 1937, and a life member of the Mechanical division of the Association of American Railroads.

C. C. Westfall, engineer of bridges of the Illinois Central at Chicago, died in that city on July 23. Mr. Westfall was born at Bushnell, Ill., on July 14, 1886, and was graduated by the University of Illinois in 1907 with the degree B. S. in C. E. He entered the service of the Illinois Central in 1907 and served until 1911 as draftsman and designer in the bridge and building department. From 1911 to 1913 he served as inspector and field engineer on concrete construction and track elevation. After a year's service as chief engineer, construction, of the Midland Continental, Mr. Westfall returned to the Illinois Central in 1914 as draftsman and assistant engineer in the bridge department. In 1915 he was advanced to engineer of bridges, the position he held at the time of his death.

Elmer A. Smith, senior general attorney of the Illinois Central, at Chicago, whose death at Chicago on July 16 was reported in *Railway Age* of July 19, was born at Madison, S. D., in November, 1883, and entered the service of the Illinois Central in 1905 as a stenographer in the engineering department. During his four

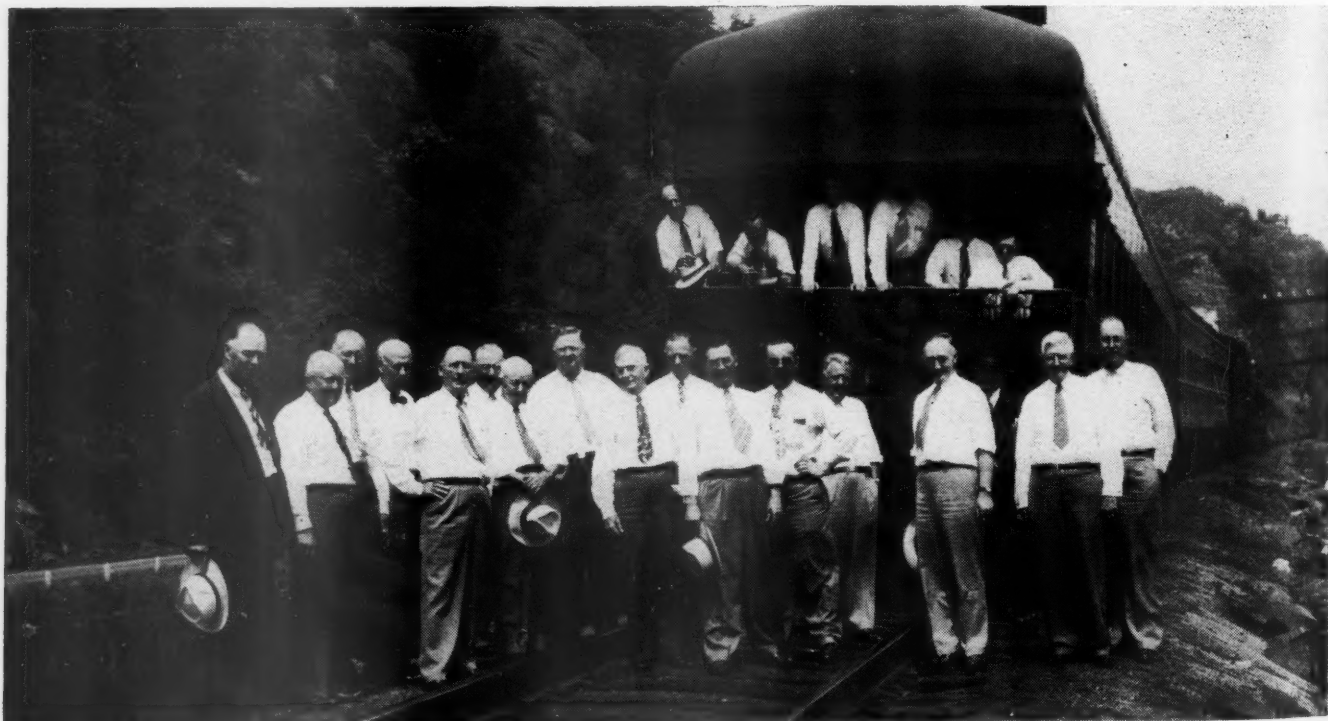
years in that department, he attended the University of Chicago and the Kent College of Law, being graduated by the latter in 1909. In the same year he entered the law department of the I. C., and served there until his death. Mr. Smith was prominently identified with many major



Elmer A. Smith

railway wage and rate cases, and served as chief counsel for the railroads in the Lincoln anti-trust suit. He was a past president of the Association of Interstate Commerce Commission Practitioners. His career is the subject of editorial comment in this issue.

* * *



Members of the Committee on Economics of Railway Labor, American Railway Engineering Association, who, via a special train on July 16, made an inspection of continuous welded rail installations on the Delaware & Hudson

Standing on the track, left to right, are: E. J. Ryan, supvr. of trk., D. & H.; W. H. Miesse, asst. dist. engr., N.Y.C.; F. J. Bishop, ch. engr., Akron, Canton & Youngstown; E. C. Vandenberg, ch. engr., C. & N. W.; G. M. Strachan, asst. engr., A. T. & S. F.; F. G. Campbell, ch. engr., E. J. & E.; C. C. Haire, val. engr., I.C.; Edward Wise, Jr., engr. m. of w., L. & N.; E. H. McIlheran, off. engr., St. L.-S.W.; H. W. Fleming, asst. ch. engr., C.N.; W. E. Cornell, engr. trk., N. Y. C. & St. L.; P. A. Cosgrove, supvr. trk., I.C.; L. T. Burwell, pres., the Rails Company; C. T. Gunsallus, dist. engr., Boston & Albany; the conductor; W. H. Vance, asst. engr. m. of w., M.P.; and R. L. Fox, div. engr., Southern. On the business car platform, left to right: Col. A. L. Bartlett, asst. to ch. engr., N. Y. N. H. & H.; P. O. Ferris, ch. engr., D. & H.; J. S. McBride, ch. engr., C. & E. I., and chairman of the committee; J. P. Ensign, engr. m. of w., P. & L. E.; C. W. Reeve, engr. trk., D. & H., and C. E. R. Haight, div. engr., D. & H.

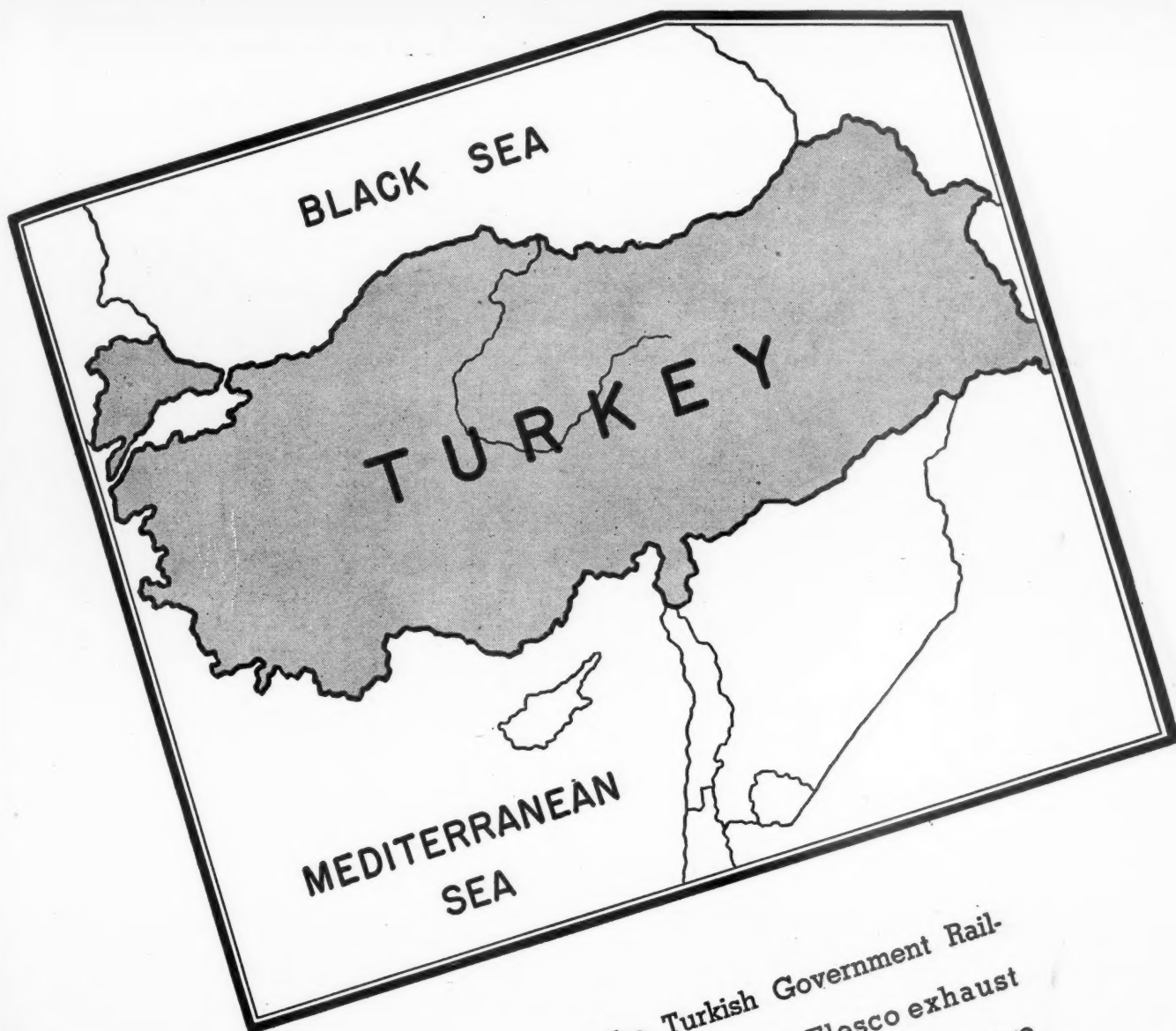
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t 2, 1947



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August 2, 1947

71

Operating Revenues and Operating Expenses of Class I Steam Railways

Compiled from 128 monthly reports of revenues and expenses representing 132 Class I steam railways

(Switching and Terminal Companies Not Included)

FOR THE MONTH OF MAY 1947 AND 1946

Item	United States		Eastern District		Southern District		Western District	
	1947	1946	1947	1946	1947	1946	1947	1946
Miles of road operated at close of month	227,316	227,507	55,682	55,731	43,238	43,364	128,396	128,412
Revenues:								
Freight	\$591,686,880	\$399,276,569	\$234,585,109	\$147,154,162	\$122,804,302	\$78,622,593	\$234,297,469	\$173,499,814
Passenger	77,349,447	92,234,230	38,635,745	42,326,534	10,433,883	14,045,339	28,279,819	35,862,357
Mail	11,302,199	10,115,075	4,085,906	3,532,144	1,991,028	1,759,536	5,225,265	4,823,395
Express	10,378,612	4,833,908	3,314,903	53,418	2,041,022	688,280	5,022,687	4,199,046
All other operating revenues	33,715,070	26,159,381	15,676,293	12,292,035	5,264,988	3,289,379	12,773,789	10,577,967
Railway operating revenues	724,432,208	532,619,163	296,297,956	205,251,457	142,535,223	98,405,127	285,599,029	228,962,579
Expenses:								
Maintenance of way and structures	102,523,440	96,129,755	37,243,745	34,223,329	20,909,623	19,345,013	44,370,072	42,561,413
Depreciation	10,117,583	10,144,940	4,373,815	4,461,207	1,640,708	1,628,815	4,103,060	4,054,918
Retirements	956,740	519,541	174,075	170,384	326,657	73,730	456,008	275,427
Deferred maintenance	*338,887	*697,003	*23,182	*207,795	*17,829	*38,834	*297,876	*450,374
Amortization of defense projects	116,172	41,855	6,316	11,984	44,991	18,207	64,865	11,664
Equalization	*3,764,994	*1,370,898	*2,146,018	*842,722	*547,238	124,337	*1,071,738	*652,513
All other	95,436,826	87,491,320	34,858,739	30,630,271	19,462,334	17,538,758	41,115,753	39,322,291
Maintenance of equipment	130,475,142	113,391,188	57,206,554	46,938,245	25,091,218	20,128,912	48,177,370	46,324,031
Depreciation	19,310,902	18,545,026	8,017,702	7,902,143	3,969,737	3,665,594	7,323,463	6,977,289
Retirements	*52,641	*22,090	*11,007	*4,593	*12,039	*6,751	*29,595	*10,746
Deferred maintenance and major repairs	*619,138	*497,585		*25,465	*402,227	*74,861	*261,911	*397,259
Amortization of defense projects	1,240,506	715,755	476,520	304,919	227,150	79,165	536,836	331,671
Equalization	*78,005	253,946	*193,004	*13,166	144,774	200,914	29,775	66,198
All other	110,673,518	94,396,136	48,916,343	38,774,407	21,163,823	16,264,851	40,593,352	39,356,878
Traffic	14,525,835	14,195,627	5,094,931	5,223,569	2,959,287	2,611,966	6,471,617	6,360,092
Transportation—Rail line	279,815,571	240,138,210	124,145,695	102,972,465	50,191,436	41,936,693	105,478,440	95,229,052
Miscellaneous operations	10,090,412	9,386,957	3,934,081	3,651,526	1,389,725	1,328,348	4,766,606	4,407,083
General	19,887,892	19,118,183	7,897,001	7,609,997	4,037,378	3,652,131	7,953,513	7,856,055
Railway operating expenses	557,318,292	492,359,920	235,522,007	200,619,131	104,578,667	89,003,063	217,217,618	202,737,726
Net revenue from railway operations	167,113,916	40,259,243	60,775,949	4,632,326	37,956,556	9,402,064	68,381,411	26,224,853
Railway tax accruals	77,345,313	32,635,800	27,799,434	12,736,113	18,959,008	6,645,069	30,586,871	13,254,618
Pay-roll taxes	28,819,242	19,881,267	12,237,251	8,085,188	5,392,164	3,704,534	11,819,827	8,091,545
Federal income taxes	25,230,789	*8,036,389	6,459,357	*3,401,280	8,956,437	*1,185,845	9,184,995	*3,449,264
All other taxes	23,295,282	20,790,922	9,102,826	8,052,205	4,610,407	4,126,380	9,582,049	8,612,337
Railway operating income	89,768,603	7,623,443	32,976,515	*8,103,787	18,997,548	2,756,995	37,794,540	12,970,235
Equipment rents—Dr. balance	10,540,179	8,372,960	5,047,530	3,546,129	*509,364	708,721	6,002,013	4,118,110
Joint facility rent—Dr. balance	3,499,529	3,803,571	1,722,509	1,883,223	392,543	476,717	1,384,477	1,443,631
Net railway operating income	75,728,895	*4,553,088	26,206,476	*13,533,139	19,114,369	1,571,557	30,408,050	7,408,494
Ratio of expenses to revenues (per cent)	76.9	92.4	79.5	97.7	73.4	90.4	76.1	88.5

FOR THE FIVE MONTHS ENDED WITH MAY 1947 AND 1946

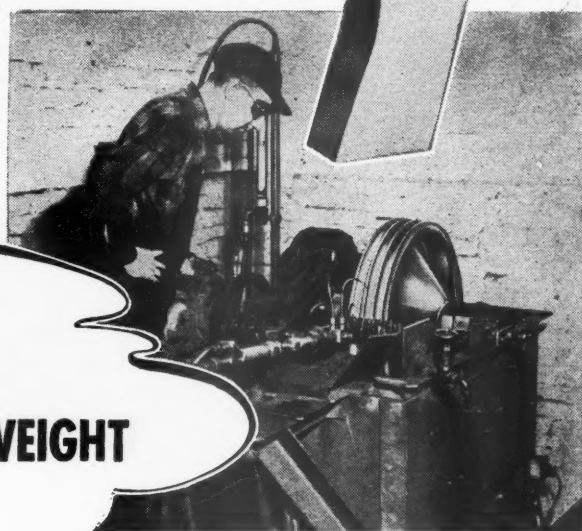
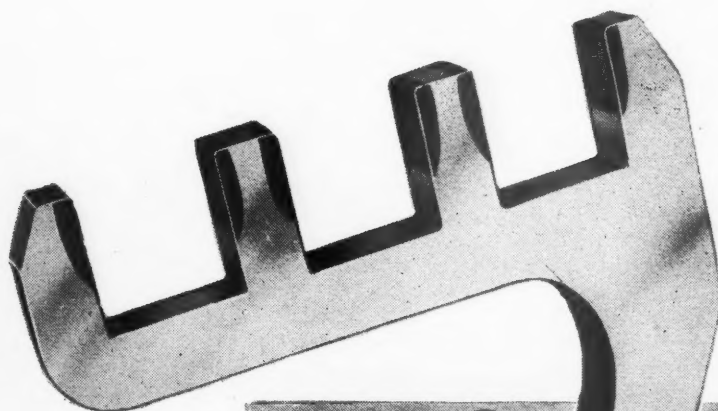
Item	United States		Eastern District		Southern District		Western District	
	1947	1946	1947	1946	1947	1946	1947	1946
Miles of road operated at close of month	227,386	227,550	55,681	55,771	43,302	43,366	128,403	128,413
Revenues:								
Freight	\$2,818,140,468	\$2,169,656,407	\$1,106,703,935	\$821,469,772	\$578,254,053	\$443,080,878	\$1,133,182,480	\$905,105,757
Passenger	372,392,075	565,144,997	185,021,142	245,120,462	62,000,489	97,770,451	125,370,444	222,254,084
Mail	55,481,839	51,550,413	19,993,318	17,937,612	9,680,275	8,955,899	25,808,246	24,656,902
Express	50,908,525	37,787,241	15,946,195	3,418,167	10,074,771	6,508,862	24,887,559	27,860,212
All other operating revenues	156,066,803	141,459,425	70,689,299	65,466,582	25,093,144	19,288,239	60,284,360	56,704,604
Railway operating revenues	3,452,989,710	2,965,598,483	1,398,353,889	1,533,412,595	685,102,732	575,604,329	1,369,533,089	1,236,581,559
Expenses:								
Maintenance of way and structures	463,063,269	469,589,162	168,708,660	166,666,181	99,927,876	98,077,091	194,426,733	204,845,890
Depreciation	50,612,994	50,038,807	21,881,239	21,713,482	8,262,740	8,078,298	20,469,015	20,247,027
Retirements	2,663,543	2,792,894	648,438	590,826	625,847	463,299	1,389,258	1,738,769
Deferred maintenance	*1,744,480	*2,715,153	*153,077		*128,781	*681,899	*1,462,672	*1,588,477
Amortization of defense projects	516,459	102,805	45,733	55,707	151,058	37,597	319,668	9,501
Equalization	9,507,290	11,436,866	5,979,125		1,295,472	2,412,147	2,232,693	2,993,540
All other	401,507,463	407,932,943	140,307,152	138,719,764	89,721,540	87,767,649	171,478,771	181,445,530
Maintenance of equipment	630,169,234	606,463,629	276,445,743	254,971,966	121,884,198	110,222,461	231,839,293	241,269,202
Depreciation	95,163,866	92,196,039	39,557,200	38,961,276	19,411,614	18,381,295	36,195,052	34,853,468
Retirements	*161,498	*187,111	*25,344	*72,663	*49,293	*59,473	*86,861	*54,975
Deferred maintenance and major repairs	*1,929,091	*1,742,103	*2,840	*159,403	*699,012	*311,930	*1,227,239	*1,270,770
Amortization of defense projects	6,246,850	2,993,574	2,418,725	1,321,103	1,138,998	411,259	2,689,127	1,261,212
Equalization	1,495,883	1,474,489	47,163		1,358,414	1,286,763	90,306	234,072
All other	529,353,224	511,728,741	234,450,839	214,967,999	100,723,477	90,514,547	194,178,908	206,246,195
Traffic	70,843,342	67,734,051	25,061,439	24,544,341	14,229,110	12,805,646	31,552,793	30,334,064
Transportation—Rail line	1,384,487,428	1,275,353,875	618,421,391	556,556,668	247,017,968	223,150,140	519,048,069	495,647,067
Miscellaneous operations	50,980,202	51,204,176	19,262,848	20,086,156	7,545,958	7,338,570	24,171,396	23,779,450
General	98,635,152	97,697,099	39,097,429	38,929,705	19,999,045	19,337,254	39,538,678	39,430,140
Railway operating expenses	2,698,178,627	2,568,041,992	1,146,997,510	1,061,805,017	510,604,155	470,931,162	1,040,576,962	1,035,305,813
Net revenue from railway operations	754,811,083	397,556,491	251,356,379	91,607,578	174,498,577	104,673,167	328,956,127	201,275,746
Railway tax accruals	378,904,582	221,763,531	133,114,256	71,737,271	89,033,977	57,107,656	156,756,349	92,918,604
Pay-roll taxes	140,967,566	104,591,434	60,040,961	43,436,777	26,425,476	18,937,842	54,501,129	42,216,815
Federal income taxes	123,352,618	9,226,737	27,633,911	*15,109,276	39,732,717	16,007,239	55,985,990	8,328,774
All other taxes	114,584,398	107,945,360	45,439,384	43,409,770	22,875,784	22,162,575	46,269,230	42,373,015
Railway operating income	375,906,501	175,792,960	118,242,123	19,870,307	85,464,600	47,565,511	172,199,778	108,357,142
Equipment rents—Dr. balance	50,209,416	43,080,559	26,016,543	19,015,535	*2,900,823	*752,168	27,093,696	24,817,192
Joint facility rent—Dr. balance	17,462,648	15,774,766	8,851,806	8,166,509	2,136,247	1,908,924	6,474,595	5,699,333
Net railway operating income	308,234,437	116,937,635	83,373,774	*7,311,737	86,229,176	46,408,755	138,631,487	77,804,617
Ratio of expenses to revenues (per cent)	78.1	86.6	82.0	92.1	74.5	81.8	76.0	83.7

* Decrease, deficit, or other reverse item.

† Railway operating revenues are after deduction of \$1,122,218 for the five months ended with May 1946, to create a reserve for land grant deductions in dispute.

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission. Subject to revision.

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"dig" into the bushing wall, and accelerate the wearing rate of that part as well. You can prevent this condition and cut maintenance costs by installing Hunt-Spiller Flame Hardened Light Weight Steel Pistons, product of the plant where the famed Hunt-Spiller Air Furnace Gun Iron is made. Hunt-Spiller Mfg. Corporation, 383 Dorchester Ave., Boston 27, Mass. In Canada: Joseph Robb & Co., Ltd., 4050 Namur St., Montreal 16, P.Q. Export Agents: International Ry. Supply Co., 30 Church St., New York 7, N. Y.

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Current Publications

Books

American Business Directories, compiled by Marjorie V. Davis. Second Edition, April, 1947. Industrial Series No. 67. 198 pages. Issued by the United States Department of Commerce. Available from the Government Printing Office, Washington 25, D. C. Price, 65 cents.

This list of directories is designed to help business men locate sources of supply and lists of prospective customers for their goods and services. It is divided into two groups of listings: kinds-of-business classifications, which are arranged alphabetically, and a "general" classification for directories that include the names and addresses of a wide variety of businesses.

Dictionary of Foreign Trade, by Frank Henius. Second edition, revised and enlarged. 959 pages. Published by Prentice-Hall, Inc., 70 Fifth ave., New York 11. Price, \$12.50.

This book endeavors to bring together in one compact volume the definitions of foreign trade terms, usages, practices, procedures and abbreviations, alphabetically arranged, for ready and handy reference. It is divided into four sections: abbreviations, dictionary proper, weights and measures, and specimen forms arranged alphabetically by subject.

America's Needs and Resources; a Twentieth Century Fund Survey Which Includes Estimates for 1950 and 1960, by J. Frederic Dewhurst and Associates. 812 pages, many charts and tables. Published by the Twentieth Century Fund, 330 W. 42nd st., New York 18. Price, \$5.

This book is a comprehensive study of America's human and industrial capacity and resources balanced against the probable needs and demands for 1950 and 1960. It serves a dual purpose—as a fact-book of the American economic system and as an informed guide for the future. It covers records of production, consumption and economic change in the United States within recent decades, and in many instances goes as far back into economic history as reliable records exist. It is divided into six main sections: basic trends, consumer requirements, capital requirements, government costs and foreign transactions, resources and capacities, and a summary.

The Structure of Transcontinental Railroad Rates, by Stuart Daggett and John P. Carter. 165 pages, maps, charts, tables. Published by the University of California Press, Berkeley, Cal. Price, \$4.

This study is a publication of the Bureau of Business and Economic Research of the University of California. It describes the railroad rate system which is applied to and controls the exchange of goods between California and eastern states. Its purpose is not to demonstrate that transcontinental rates are either high or low, but to present a wide sampling of specific rates, and to analyze, describe, and compare their general pattern.

Directory of Member Institutions and Review of Current Research 1947, compiled by John I. Mattill, Secretary, Engineering College Research Council of the American Society for Engineering Education. 103 pages. Published by the Engineering College Research Council, at the College of Engineering, State University of Iowa, Iowa City, Iowa. \$1.

Under each college or university is listed the name of its research foundation, engineering experiment station or engineering college, the names of the director and research officers, research policies, and a list of the research projects under way or planned.

PAMPHLETS

Quiz on Railroads and Railroadings; 450 Questions and Answers. Compiled and published by the Association of American Railroads, Transportation Building, Washington 6, D. C. Free.

This, the sixth edition of the "Quiz Book," provides in ready and convenient form the answers to many questions which are frequently asked about the American railroads, their history, physical properties, operations, accomplishments, and the role which they play as transportation agencies, as fields of investment, as employers, as purchasers of the products of industry, and as taxpayers. A very handy reference tool.

Motion Pictures Owned by or Relating to the American Railroads, compiled by the Association of American Railroads. 63 pages. Published by the Association of American Railroads, Transportation Building, Washington 6, D. C. Free.

This guide to motion pictures owned by or relating to the railroads has five major divisions as follows: railway-owned films; films available from industrial firms and commercial distributors; address list of commercial distributors and industrial firms; title index; and subject index.

Railways of British West Indies, by Seymour T. R. Abt. 4 pages. Issued by the Office of International Trade, United States Department of Commerce. Available from the Government Printing Office, Washington 25, D. C. Price, 5 cents.

The British West Indies include several islands and groups of islands in the Caribbean, but only two, Jamaica and Trinidad, have common-carrier rail transportation systems. These lines are described briefly in this pamphlet; maps of the lines are also included.

Trends, compiled by the Department of Research, American Trucking Associations, Inc. 41 pages. Published by the American Trucking Associations, 1424 16th st., N. W., Washington 6, D. C. Free.

The 1947 edition, showing year-to-year changes in numerous phases of truck operation brings up to date and expands an earlier edition published last year. It contains statistics and charts covering truck registrations, tonnage and ton-miles, taxes, wages and employment, average load, average haul and many other significant factors concerning motor carrier oper-

2 STEPS in Cutting Costs of Handling Bagged Material

1

Install BAKER Fork Truck and Pallets

This will eliminate the back-breaking labor of handling individual bags manually, cut time and cost of car-loading or unloading, add storage space by tiering, and speed inter-department handling.

2

Get Suppliers to Palletize Shipments

This will cut time and cost of unloading incoming material. Supplier will make corresponding savings at shipping end with Fork Truck-Pallet combination. Damage in transit minimized.



Baker Fork Truck tiering pallet loads of bagged starch in storage. Note method of "locking" sacks to prevent side-slipping.

AT THE ERIE, PA. PLANT of one of our customers, raw materials such as clay, starch and talc, are received in bags. A typical carload will contain some 1600 bags, weighing about 50 lbs. each. These bags must be unloaded, stored, and transported to process departments as required.

This company took Step No. 1 years ago, and from the receiving point all bagged materials are carried in unit loads on pallets by fork truck. This has resulted in substantial savings each time the material is handled and has increased warehouse capacity by permitting high tiering. But bags not on pallets when they arrive must first be palletized—an operation requiring about 14 hours per car.

Step No. 2 is now under way. Arrangements are being made with all suppliers of bagged materials, to ship in unit loads, on pallets. Such carloads can be completely unloaded and stored in not much over two hours—as against 14 hours for palletizing alone. Since no individual man-handling of bags is required, heavy labor is eliminated, and damage from handling and shipping is minimized. Comparable savings are realized by suppliers at the shipping end, making it possible to improve deliveries.

Savings possible by complete palletization are demonstrated at the same plant in the case of shipping cartons. For these, which arrive in "knock-down" condition, the company furnishes the supplier with special four-way pallets—and the "flats" arrive in unit loads strapped to these pallets. Unloading and warehousing now takes about three hours per car, where formerly, when "flats" were received unpalletized, it took 24 man-hours for the job.

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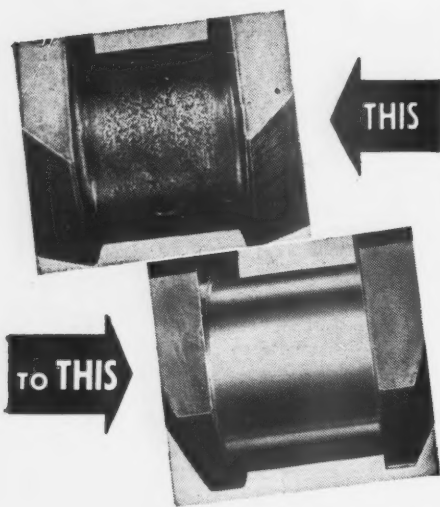
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ations. Many of the data are taken from annual reports of approximately 2,000 Class I motor carriers to the Interstate Commerce Commission.

Review of Highway Cost Studies, 1932-1946, by Chester K. Smith. 58 pages. Available from the Western Association of Railway Executives, Room 1600, 105 West Adams street, Chicago 3.

The author, research engineer of the Western Association of Railway Executives, observes that the allocation of highway costs among the various classes of motor vehicles and other taxpayers poses problems which continue to produce wide disagreement among highway authorities. In his review of 30 major cost studies made by national and state highway officers during 14 years, he has found substantial agreement on only four basic principles. His review reveals that there is no unanimity on six of the major considerations entering into the allocation of highway costs.

The Distribution of Income Among Wage Workers in Railway Employment, 1939-47, by John L. McDougall. Reprinted from the Canadian Journal of Economics and Political Science, May, 1947. Published for the Canadian Political Science Association by the University of Toronto Press, Toronto, Ontario, Canada.

Professor McDougall, who will be remembered for his study entitled "Railway Wage-Rates, Employment and Pay," published in abstract in *Railway Age* of April 8, 1944, page 681, in this article draws attention to the great change which has taken place in the relative wages of low-paid and highly-paid railway employees in Canada, as the result of wartime wage increases which, in the Dominion, were not computed as percentages but were granted equally in cents-per-hour to all employees. The result has been a great decrease in the spread of wages between the lowest-paid and the highest-paid. The differential in favor of the highest-paid has been further reduced by greatly increased income taxation, which falls much more heavily on higher incomes than the lower. Professor McDougall concludes that "the existing wage structure is probably seriously unstable. . . . We all publicly endorse the general principle of economic equality; but we respond as individuals to the stimulus of differential rewards. It is probable that the exodus of well-trained young people to the United States is not unconnected with the narrowing of their differentials in the present labor market."

The National Apprenticeship Program. 20 pages. Published by the Apprentice-Training Service, United States Department of Labor, Washington 25, D. C. Free.

In addition to an explanation of the operation and development of apprenticeship in American industry, this pamphlet contains a list of 110 basic trade classifications in which apprenticeship programs are established, the various occupations under each classification with the time required for training, as well as criteria and procedure for determining the apprenticeability of

an occupation. How apprenticeship programs are established and conducted today, and the functions of the Apprentice-Training Service, state apprenticeship agencies, and national, state and local apprenticeship committees are also explained.

Railways of Canada, by Seymour T. R. Abt. 8 pages. Issued by the Office of International Trade, United States Department of Commerce. Available from the Government Printing Office, Washington 25, D. C. Price, 5 cents.

This is a brief description of the railways of Canada, with the main emphasis placed on the Canadian National and the Canadian Pacific. Some data on the Canadian railway equipment industry are included as well as a schematic map of the steam railroads of Canada.

Railways of Continental Portugal, by Seymour T. R. Abt. 6 pages. Issued by the Office of International Trade, United States Department of Commerce. Available from the Government Printing Office, Washington 25, D. C. Price, five cents.

This is another in the series of brief reports on railways of foreign countries being issued by the Office of International Trade. Following a short introduction covering the railways in general, there are sections on the individual railways, each giving data on track, shops and roundhouses, equipment, traffic and finances. The purchasing methods of the various companies are noted, and the statement is made that "practically all railway equipment is imported." A map of the railways is included.

ARTICLES IN PERIODICALS

Sperry Rail Service Review, March, 1947. Published by Sperry Rail Service, Hoboken, N. J. Free.

This issue is the 1946 Statistical Number containing the overall test results of defective rails found in 1946. The approximately 85,000 defective rails of all types found in 1946 are grouped in accordance with Sperry's new rail defect classification which became effective January 1, 1947. In addition to the rail defect statistics this issue contains an article on rail breaking programs and one on how unnecessary delays to rail testing can be avoided.

TRADE PUBLICATIONS

Link-Belt Rotary Dumpers for Mine Cars and Railroad Cars. Book Number 2048-A. 20 pages. Published by the Link-Belt Company, Chicago 1. Free.

This new illustrated booklet contains much information about the construction operation, economics, and applications of Link-Belt rotary dumpers for mine and railroad cars. Numerous photographs and drawings illustrate the automatic dumping operation; the center spread is devoted to an illustration showing clearly the operating mechanism of the car dumper, which is designed for the unloading of all types of open-top cars handling bulk materials, such as coal, rock, and ores.